The Hong Kong Daily Press.

No. 9345 第九千三百四十五號 光緒十三年十一月初三日 HONGKONG, SATURDAY, DECEMBER 17TH, 1887. 禮拜六 香港英十二月十七號 [PRICE $2¼ PER MONTH.

SHIPPING.

ARRIVALS.

December 15, M. L. CUSHING, American ship, 1,575, L. W. Brown, New York 12th Aug., Kerosine.—PUSTAU & Co.

December 15, EMILIE, Norwegian bark, 306, F. Torp, Tientsin 4th December, General.—SIEMSSEN & Co.

December 15, SOOCHOW, British steamer, 327, T. Rowin, Pakhoi 12th December, and Hoihow 14th, General.—CHINESE.

December 16, BENVENUE, British str., 1,497, A. W. S. Thomson, Foochow 14th December, General.—GIBB, LIVINGSTON & Co.

December 16, DENBIGHSHIRE, British steamer, 1,663, S. Rickard, London 21st Oct., and Singapore 7th Dec., General.—ADAMSON, BELL & Co.

December 16, MARCIA, British steamer, 1,060, McIntosh, Nagasaki 11th December, Coal.—M. B. KAISHA.

December 16, PEKING, British str., 956, Heuermann, Whampoa 16th December, General.—SIEMSSEN & Co.

December 16, YANGTSZE, British steamer, 814, T. W. Starling, Shanghai 13th December, General.—SIEMSSEN & Co.

December 16, ESCORT, Amr. bark, 605, R. G. Waterhouse, from Chefoo, General.—ORDER.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

16TH DECEMBER.

Benvenue, British str., for Singapore.
Soochow, British str., for Hoihow.
Sarthe, French str., for Iloilo.
Soochow, British str., for Nagasaki.
Carisbrooke, British str., for Saigon.
Earn, British bark, for Amoy.
Mongkut, British str., for Bangkok.
Clara, German str., for Haiphong.
Octa, British str., for Bangkok.

DEPARTURES.

December 15, FREJR, Danish str., for Haiphong.
December 16, FOKIEN, British str., for Swatow.
December 16, ENRIQUE, Span. brig, for Manila.
December 16, ASPIC, French gunboat, for Haiphong.
December 16, AMIGO, German str., for Swatow.
December 16, OCTA, British str., for Bangkok.
December 16, SUTLEJ, British str., for Shanghai.
December 16, SOOCHOW, British str., for Nagasaki.

PASSENGERS.

ARRIVED.

Per *Soochow*, str., from Pakhoi, &c.—Mr. Nethersole, late 3rd Engineer of the steamer *Lorne*.

Per *Denbighshire*, str., from London, &c.—Mr. Hinton and family, Miss Johnson, Messrs. Kills, Efford, Goldie, and Capron, and 140 Chinese from Singapore.

Per *Yangtsze*, str., from Shanghai.—18 Chinese.

REPORTS.

The British steamer *Benvenue*, from Foochow 14th December, reports experienced fresh monsoon throughout.

The British steamer *Soochow*, from Pakhoi 12th December, and Hoihow 14th, reports had strong N.E. winds throughout from Hoihow.

The British steamer *Denbighshire*, from London 21st October, and Singapore 7th December, reports had very heavy N.E. monsoon and high sea.

The British steamer *Marcia*, from Nagasaki 11th December, reports had strong monsoon with high sea to Breaker Point; thence to port light variable airs and hazy weather.

The British steamer *Yangtsze*, from Shanghai 13th December, reports had strong N.W. gale with heavy sea to Tung Ying; from thence to port moderate N.E. monsoon and fair weather.

AMOY SHIPPING.

December— ARRIVALS.

7, Formosa, British str., from Tamsui.
7, Kristina Nilsson, Ger. bg., from N'chwang.
7, Camelot, British str., from Hongkong.
7, Nestor, British str., from Hongkong.
8, Diamante, British str., from Hongkong.
8, Haitan, British str., from Hongkong.
8, Therese, German bark, from Chefoo.
9, Namoa, British str., from Foochow.
9, C. H. Kian, British str., from Hongkong.
9, Leesang, British str., from Shanghai.
10, Fu-yew, Chinese str., from Swatow.
10, Thales, British str., from Hongkong.
10, Chefoo, British str., from Shanghai.
10, Menelaus, British str., from Shanghai.
10, Antenor, British str., from Hongkong.

December— DEPARTURES.

6, Kwongsang, British str., for Shanghai.
7, Fokien, British str., for Tamsui.
7, Nestor, British str., for Shanghai.
7, Fu-yew, Chinese str., for Swatow.
7, Formosa, British str., for Swatow.
7, Ingraban, German str., for Swatow.
7, Albany, British str., for Singapore.
8, Elisabeth, German bark, for Chefoo.
8, Diamante, British str., for Manila.
8, Haitan, British str., for Foochow.
9, Daniel, German bark, for Kelung.
9, Namoa, British str., for Swatow.
10, Swatow, British str., for Swatow.
10, Earn, British bark, for Hongkong.
10, Antenor, British str., for Shanghai.

VESSELS PASSED ANJER.

November 30, Italian bark Caterina Accame, Calderone, Nov. 24, from Joana for Channel.

30, British bark Cheshire, Crosby, Nov. 5, from Manila for New York.

December 1, Amr. ship Timour, Johnson, Oct. 3, from Manila for New York.

1, Italian bark Giuseppe Accame, Ghigliane, Nov. 25, from Tjilatjap for Cheribon.

2, British ship Baron Blantyre, Burns, Nov. 18, from Singapore for Liverpool.

2, Italian bark Fratellanza, Schiaffino, Aug. 3, from Philadelphia for Batavia.

2, British ship Honolulu, Leary, Nov. 10, from Hongkong for New York.

2, Amr. bark Hiram Emery, Gorham, Nov. 12, from Manila for New York.

3, Ned str. Utrecht, De Goede, Oct. 22, from Batavia for Rotterdam.

3, Austrian bark Francesca T., Martinolich, Oct. 3, from Newcastle, N.S.W., for Batavia.

3, Nor. bark Thora, Olsen, Dec. 2, from Batavia for Channel.

3, Ned. str. Zuid. Holland, Otto, Dec. 3, from Batavia for Rotterdam.

4, Nor. bark Ilos. Thoraldsen, Dec. 3, from Batavia for Savannah.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 26th August, 1885. [35

INTIMATIONS.

PAID-UP POLICIES.—Premiums may be limited to 10, 15 or 20 years from the commencement, and after the Policy has been in force for three years, each year's payment of premium secures a proportionate part of the sum assured as a Paid-up Policy in the event of the Life Assured wishing to cease payments. This Rule applies also to Endowment Assurances.

PROPOSAL Forms on application to the BORNEO COMPANY, LIMITED,
Agents,
STANDARD LIFE OFFICE,
905—6] Hongkong.

CHRISTMAS PRESENTS!

FOR SALE.

THE NEWEST MECHANICAL TOYS.

FRENCH DOLLS.

AMUSING NOVELTIES.

G A M E S,

AND A SPLENDID ASSORTMENT OF

CHILDREN'S TOYS.

LANE, CRAWFORD & Co.

Hongkong, 30th November, 1887. [26

W. BREWER HAS JUST RECEIVED
New Children's Picture Books.
Girl's Own Annual.
Boy's Own Annual.
Children's Picture Blocks, in great variety and Puzzles.
Rubber Dolls, Handsomely Dressed Dolls, Talking Dolls.
Ladies' Fancy Bags and Work Cases.
Scent Cases. Tortoise Shell Hair Pins.
Fashionable Back Combs.
Champion Tennis Bats.
Seamless Tennis Balls.
Cricket Balls. Boxing Gloves.
Ladies' and Gentlemen's Card Cases.
Prayer and Hymns in Cases.
Handsome Hand-painted Fans.
Cheap Fans.
Letts's and Smith's Diaries and Date Blocks.
Cheap Light Literature in great variety.
Playing Cards, Menu Cards, Dance Programme Cards.
Some very fine recent Engravings, framed.
The finest selected Christmas Cards in the last and cheapest.
New Dance Music, New Songs.
The Popular Song, Two Lovely Black Eyes.
The Popular Waltz.

WALTER W. BREWER,
25] UNDER HONGKONG HOTEL.

KELLY & WALSH, LIMITED,
HAVE JUST RECEIVED
A SMALL PARCEL OF
WATER COLOUR PANELS,
AFTER PAINTING BY
ROYAL ACADEMICIANS & OTHER DISTINGUISHED ARTISTS.
Disinherited, Laslett J. Potts, R.A.
Scandal, Eugene de Blaas.
Flirtation, Eugene de Blaas.
Sunless Days, G. H. Boughton.
Forget-me-Nots, G. H. Boughton.
Wedded, Sir Frederick Leighton, R.A.
Violets, Sweet Violets, Edward Taylor.
Secrets, Eugene de Blaas.
SPORTING SUBJECTS,
BY S. E. WALLER.
In Peril. The Empty Saddle.
'Twixt Love or Duty. Day of Reckoning.
The Ruling Passion.
AND THE FOLLOWING VERY HIGH CLASS ENGRAVINGS:
Mon. Ancien Regiment, E. Detaille.
"1814," Messionnier.
The Vintage Festival, Alma Tadema, R.A.
Her First Dance, W. Q. Orchardson, R.A.
Chorister Boys, Mrs. Anderson.
Foundling Girls, Mrs. Anderson.
SERIES OF SPORTING PICTURES,
BY THOMAS BLINKS.
"FOUND."—"GONE."—"CHECK."—"THE FINISH."
KELLY & WALSH, LD., HONGKONG.
24]

FRENCH DRESS-MAKER.

MRS. G. HEYMANS,
35, WELLINGTON STREET,
HONGKONG.

THE ONLY FRENCH DRESS-MAKER
IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

Hongkong, 12th October, 1887. [1972

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the Articles of Association, the General Agents, with approval of the Consulting Committee, will on the 2nd January, 1888, issue Interest Warrants of $5 per Share, payable at the HONGKONG & SHANGHAI BANKING CORPORATION, the same being at the rate of 1¢ per cent. per Annum on the paid up Capital of the Office for the year 1887, and notice is hereby given that in order that the same may be adjusted the TRANSFER BOOKS of the Office will be CLOSED from the 19th to the 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 15th December, 1887. [2435

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

NOTICE is hereby given that the ANNUAL DRAWING OF 50 DEBENTURES will be held at the Company's Office, Nanking Road, Shanghai, on WEDNESDAY, the 21st instant, at 11.30 O'CLOCK A.M.

By Order of the Directors,
W. HAYWARD,
Acting Secretary.

Shanghai, 10th December, 1887. [2434

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED,

4, CLUB CHAMBERS, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.
Subscription, $80 per Annum.
Electrical Material on sale, or hire.
Electric BELLS fitted and maintained.
Agents for ELECTRIC LIGHTING.
Estimates free for all kinds of Electrical work.

HAROLD DOWSON,
Agent.

Hongkong, 26th August, 1887. [1629

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ....$7,500,000.
RESERVE FUND ....3,900,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
Chairman—C. D. BOTTOMLEY, Esq.
Deputy Chairman—Hon. J. BELL-IRVING.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | S. C. Michaelsen, Esq.
W. H. Forbes, Esq. | J. S. Moses, Esq.
R. Hoppius, Esq. | Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 20th September, 1887. [8

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.................£2,000,000.
PAID UP.......................................£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.

Hongkong, 12th March, 1887. [10

NOW READY.

THE KUNG HO CHIH YU WALTZ,
and
THE FEIHOO WALTZES
by
R. C. PASSMORE,
published by
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai.

12th January, 1887. [63

SITUATION WANTED—As BOOK-KEEPER or CLERK in Hongkong or Outports by a Certificated Accountant.
Address,
C. W.,
Office of this Paper.

Hongkong, 21st November, 1887. [2257

PUBLICATION
Of an Original Story by
WALTER BESANT.

WE are gratified at being able to announce to our Readers that, by special arrangement with the Author, the New Story upon which WALTER BESANT is now engaged, has been secured for Original Publication in the "HONGKONG DAILY PRESS."

The title of the Story is
HERR PAULUS:
HIS RISE, HIS GREATNESS, AND HIS FALL,
BY
WALTER BESANT,
Author of "All Sorts and Conditions of Men," &c., &c.
THE OPENING INSTALMENT
appeared in the issue of
SATURDAY (OCTOBER 15TH)
of the
HONGKONG DAILY PRESS
and will be continued
EVERY SATURDAY,
until completed.

"HERR PAULUS" may be depended upon to afford a splendid literary treat. Few Novelists of modern times can compare with Walter Besant in the ability to write a really good, well conceived, boldly constructed, and admirably worked-out story. His literary gifts are unique, and as the result of his vigorous fancy, brilliant style, and careful attention to detail in all that concerns his stories, we have a series of volumes which have built up for him a strong and enduring popularity. [1989

ROWLANDS' KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.

ROWLANDS' ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.

ROWLANDS' MACASSAR OIL preserves and beautifies the hair, and can be also had in a golden colour.

Sizes 3/6; 7/-; 10/6.

Ask Chemists for Rowlands' Articles, of 20, Hatton Garden, London.

A. S. WATSON & Co.,
Wholesale and retail Agents for Hongkong.
[1210

AUCTION.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, &c.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 17th December, 1887, at 2 P.M., at the Residence of Captain BLACKBURN, No. 6, Richmond Terrace
THE WHOLE OF THE
CANTON & ENGLISH-MADE HOUSEHOLD FURNITURE,
Comprising:—
CRETONNE COVERED DRAWING ROOM SUITE, CHIPPENDALE MIRROR, LACE CURTAINS, BRUSSELS CARPETS, &c., &c.
Very Fine CHROMOS, LITHOGRAPHS, ENGRAVINGS and ETCHINGS from well-known Paintings.
English-made MAHOGANY EXTENSION DINING TABLE, CONVERTIBLE COUCH, DINNER WAGGONS, CROCKERY, GLASS and PLATED WARE, CUTLERY, Fine KEROSINE LAMPS, &c., &c.
Iron and Brass BEDSTEADS and Spring Mattresses, MARBLE-TOP WASHSTAND, DRESSING TABLE, CHEVAL GLASS, WARDROBES FENDERS and IRONS, &c.
SPLIT BAMBOO PENANG MADE BLINDS.
ALSO,
ONE WALNUT COTTAGE PIANO, by STRAUSS.
AND,
ONE ENGLISH COOKING RANGE,
&c., &c., &c.

CATALOGUES will be issued previous to the Sale, and the above will be on View on FRIDAY NEXT.

TERMS OF SALE.—As Customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, 12th December, 1887. [2407

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the Spot, on
MONDAY,
the 19th day of December, 1887, at 4 P.M., are published for general information.
By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th December, 1887.

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of December, 1887, at 4 P.M., by Order of HIS EXCELLENCY THE GOVERNOR, of FOUR LOT of CROWN LAND, at Yaumáti, Kaulung, in the Colony of Hongkong, for a term of 75 years. [2431

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rt.	Upset Price.
			feet.	feet.	feet.	feet.		$	$
1	Kaulung Inland Lots No. 310	Yaumáti...	45	45	100	100	4,500	60	200
2	" 311	do. ...	45	45	100	100	4,500	60	900
3	" 312	do. ...	45	45	200	200	9,000	120	400
4	" 280	do. ...	45	45	16'8"	16'8"	750	10	40

IMPORTANT AUCTION NOTICE.

2,000 LOTS OF
JAPANESE CURIOS
AND
WORK OF ART,
suitable for
CHRISTMAS & NEW YEARS PRESENTS,
WILL BE SOLD
WITHOUT RESERVE and knocked down to the HIGHEST BIDDER.

THE Undersigned has received instructions from
MESSRS. KUHN & Co.,
(ON ACCOUNT OF LIMITED SPACE AT THEIR
FINE ART GALLERY,
Opposite the HONGKONG HOTEL),
TO SELL BY PUBLIC AUCTION,
on
TUESDAY, WEDNESDAY, & THURSDAY,
the 20th, 21st, and 22nd December, 1887.
Commencing each day at 2 P.M., at his Sales Rooms, Duddell Street,
A GREAT VARIETY OF
JAPANESE CURIOS
in all its branches, comprising:—
BROCADED and EMBROIDERED SILKS, IVORIES, LACQUER, BRONZES, CLOISONNE, SATSUMA and other PORCELAINS, COMPLETE SUITS of ARMOUR, SWORDS, HARI-KIRI DAGGERS, PHOTO ALBUMS, CABINETS, TABLES, CABINET ORNAMENTS, BRONZE JEWELRY in great Variety, KAKIMONOS, SCREENS, SILK JACKETS, DRESSING GOWNS and QUILTS,
&c., &c., &c.

SPECIAL ATTENTION is called to the GRAND COLLECTION of ANCIENT TEMPLE and other TABLEAUX, many of which cannot be replaced, and it will afford a most favourable opportunity to Collectors to secure Specimens of the Old Painters of Japan, of which even at present very few duplicates exist out of Japan.

CATALOGUES will be issued previous to the Sale, and the Collection will be on View on MONDAY, the 19th December.

TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, 7th December, 1887. [2275

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
WEDNESDAY,
the 28th December, 1887, at Noon, on Board—
THE BRITISH STEAMER
"ATHOLL,"
of 1,436 Tons Gross, 922 Tons Net Register, and 170 H.P., with all her TACKLE, APPAREL and APPURTENANCES, as she now lies in this Harbour.

TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of hammer, and the Remainder on completion of transfer; the Steamer to be at Purchaser's risk from time of Sale.

A STEAM LAUNCH will leave Pedder's Wharf at 11.30 a.m., on day of sale.

For further Particulars, apply to
Messrs. ADAMSON, BELL & Co.,
or to the undersigned.

G. R. LAMMERT,
Auctioneer.

Hongkong, 5th December, 1887. [2366

BOARD AND RESIDENCE.

MRS. STAINFIELD, 55, Queen's Road East, has PRIVATE BOARD and RESIDENCE for Single Men or Married Couples, at reasonable rates.

Hongkong, 14th October, 1887. [1984

AUCTIONS.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the SPOT, on
TUESDAY,
the 20th day of December, 1887, at 3.30 P.M., are published for general information.
By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th December, 1887.

Particulars of the letting by Public Auction Sale, to be held on TUESDAY, the 20th day of December, 1887, at 3.30 P.M., by Order of HIS EXCELLENCY THE GOVERNOR, of ONE LOT of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.E.	E.	S.W.	Contents in square ft.	Annual Rt.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1095	Junction of Pokfulam Road and Hill Road...	210	212	47	287	25000	114	1500

[2432

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on
WEDNESDAY,
the 21st day of December, 1887, at 4 P.M., are published for general information.
By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th December, 1887.

Particulars of the letting by Public Auction Sale, to be held on WEDNESDAY, the 21st day of December, 1887, at 4 P.M., by Order of HIS EXCELLENCY THE GOVERNOR of ONE LOT of CROWN LAND, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in square ft.	Annual Rt.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 54	South side of Mount Kellett, The Peak ...	133	154	213	201	30690	6	615

[2433

NOTICE.

TO be Sold by Public Auction at H. B. M. CONSULATE, Shamien, Canton, at 11 A.M., on
WEDNESDAY,
the 21st day of December, 1887, by Order of the SURVEYOR, H. M.'s Office of Works, Shanghai, the LEASE of Lot No. 65, of the British Concession at Shamien, subject to the following conditions, viz:—

1.—The Lot will be put up at an upset price of $1,500.

2.—The Lot shall be knocked down to the highest bidder at or above the upset price, but the sale shall not be considered concluded until the approval of H. M. Minister at Peking, of H. M.'s Consul, and the Officer of H. M. Office of Works, in China, be obtained to the proposed Purchaser, who shall deposit with H. M.'s Consul a sum of $100 on the fall of the hammer, such deposit to be returned without interest, to the intending Purchaser in the event of his offer not being approved within Six months from the date of Sale.

In the event of the intending Purchaser withdrawing his offer within the same period the deposit of $100 to be forfeited to H. M.'s Government.

3.—The Form of Lease under which the Lot will be disposed of will be held to be the same as that now in force in regard to the other Lots on the Concession, a Copy of which can be seen upon application to H. M.'s Consul, Canton.

CHAL. ALABASTER,
Consul.

H. B. M.'s Consulate,
Canton, 30th November, 1887. [2336

PUBLIC AUCTION.

(OWING TO REMOVAL).

THE Undersigned has received instructions from Messrs. J. MARINBURK & Co., to Sell by Public Auction, on
THURSDAY,
the 22nd December, 1887, at 2 P.M., at No. 17, Queen's Road,
SUNDRY FURNITURE OF THEIR OWN MAKE,
Consisting of:—
DRAWING ROOM SUITES in UTRECHT, PLAIN and EMBOSSED PLUSHES, and in SILK and WOOL TAPESTRIES, PLUSH TRIMMINGS, EASY CHAIRS in PLUSH and in TAPESTRIES, COUCHES, PIANO STOOLS, PATENT ROCKERS, &c.
MUSIC STANDS and WHATNOTS in Black and Gold, MANTEL GLASS 50 ft. by 70 ft. Bevilled.
CONSOLE GLASS with MARBLE STAND to Match, Black and Gold FRAMED CONSOL GLASS with MARBLE STAND, MANTEL GLASSES, OCCASIONAL TABLE in Silk Plush, MARBLE TOP TABLES, CARD TABLES, WARDROBE with Plate Glass Doors, handsomely Carved, MARBLE TOP BUREAUS with Swinging Glasses, MARBLE TOP WASHSTAND with Glass, DAVENPORT with Glass, and HAT STAND.
PATENT RECLINING OFFICE CHAIRS.
&c., &c., &c.

CATALOGUES will be issued.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 7th December, 1887. [2373

HONGKONG JOCKEY CLUB RACE MEETING, 1888.

WEDNESDAY, THURSDAY, & FRIDAY, the 22nd, 23rd, and 24th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a Sweepstakes of $20 each, half forfeit if declared on or before the date of closing entries, with $100 added for 1st Pony and $50 for 2nd. For all China Ponies *bonâ fide* Griffins at date of Entry (SATURDAY, the 21st January, 1888), First Pony 70 per cent., 2nd Pony 20 per cent., and 3rd Pony 10 per cent. Weight 10st. 10lbs. Distance, One Mile and a Half.

Nominations close on SATURDAY, the 17th December, 1887, addressed to the CLERK OF THE COURSE, at the Hongkong Club.

By Order,
H. J. H. TRIPP,
Clerk of the Course.

Hongkong, 5th December, 1887. [2356

INTIMATIONS.

NOTICE.

THE COMMITTEE of the VICTORIA REGATTA request the pleasure of the Company of the LADIES OF HONGKONG at the Cricket Ground, which has been kindly placed at their disposal by the Cricket Club Committee, TO-DAY, the 17th instant, at 4.30 P.M., when the prizes won at the Regatta will be distributed.

J. H. STEWART-LOCKHART,
Hon. Sec.

Hongkong, 13th December, 1887. [2417

NOTICE.

TENDERS for REPAIRS of the BRITISH BARQUENTINE "LOONG WHA" will be received up to THIS DAY, the 17th instant, at NOON.

For Particulars apply on Board,
S. A. L.,
MASTER.

Hongkong, 16th December, 1887. [2441

GOVERNMENT NOTIFICATION.

TENDERS will be received at this Office up till NOON of TUESDAY, the 20th inst., for the sole privilege of SLAUGHTERING CATTLE within the Colony for 12 months, commencing on the 1st January, 1888.

For further particulars apply at this Office.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Hongkong, 14th December, 1887. [2424

GOVERNMENT NOTIFICATION.

TENDERS will be received at this Office until NOON of TUESDAY, the 20th inst., for the privilege of farming the different groups of QUARRIES (separately or conjointly) which form the GOVERNMENT QUARRYING MONOPOLY, for the year 1888.

Form of Tender and further particulars may be obtained at this Office.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Hongkong, 14th December, 1887. [2425

WANTED.—A CHIEF STEWARD for the S.S. "PARTHIA." Apply on Board before 10 A.M.

Hongkong, 16th December, 1887. [2443

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, No. 5, Stanley Street, Victoria, Hongkong, on FRIDAY, the 30th day of December, 1887, at NOON, for the purpose of receiving a Statement of Accounts, the Report of the Directors, and for the election of Auditors and retiring Directors.

The TRANSFER BOOKS of the Company are CLOSED until after the Meeting.

By Order,
E. W. MAITLAND,
Secretary.

Hongkong, 16th December, 1887. [2442

DOMINION ORGAN & PIANO Co.

Manufacturers of Cabinet, Combination, Chapel and Pedal
ORGANS,
and Square and Upright
PIANOS;

Sole right to use Foley's Automatic PEDAL COVER, for the whole Continent of EUROPE. This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.

BRANCH OFFICES:—
MANCHESTER, ENGLAND,
LONDON, "
HAMBURG, GERMANY
ADELAIDE, AUSTRALIA
SYDNEY, "
MELBOURNE, "
CHRIST-CHURCH, NEW ZEALAND.

DOMINION ORGAN & PIANO Co.,
BOWMANVILLE,
ONTARIO,
CANADA.

Send for catalogues. [1411

ST. GEORGE'S BALL

ENGLISHMEN DESIROUS of SUBSCRIBING are hereby informed that SUBSCRIPTION LISTS are awaiting their Signature at the following places:—
THE HONGKONG CLUB,
HONGKONG DISPENSARY,
Messrs. KELLY & WALSH,
" LANE, CRAWFORD & Co.

ALF. WOOLLEY,
Hon. Sec.

Hongkong, 8th December, 1887. [2383

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the THIRD ANNUAL GENERAL MEETING of the Company will be held at the Company's Offices, No. 36, Queen's Road Central, on FRIDAY, the 23rd December, 1887, at ELEVEN O'CLOCK IN THE FORENOON.

MACEWEN, FRICKEL & Co.

Hongkong, 12th December, 1887. [2405

KRACHTENS beschikking der Nederlandsche Consulaire Rechtbank voor Hiogo-Osaka van 18 November 1887 wordt hiermede opgeroepen, HENRI JOHAN HUBENET, laatst gedomicilieerd te Hiogo doch nu afwezend, om te verschijnen voor bovengenoemde Rechtbank op den 24sten February 1888.

Nederlandsche Consulaire Rechtbank,
CHS. BRAESS,
Voorzitter.

Hiogo, 24sten November, 1887. [2414

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO PASSENGERS.

PASSENGERS can at the present time of the year engage Berths through to EUROPE *via* BOMBAY WITHOUT CHANGE OF STEAMER OR INCREASE OF FARE.

E. L. WOODIN,
Superintendent.

Hongkong, 5th December, 1887. [2354

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 19th instant, at 8.3 for 9 P.M., precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, 15th December, 1887. [2430

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [959

NEW ADVERTISEMENT.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 17th to the 31st instant, both days inclusive.

F. W. CROSS,
Manager.

Hongkong, 17th December, 1887. [2452

TO BE LET.

A COMFORTABLE FOUR OR SIX ROOMED HOUSE—FURNISHED or UNFURNISHED—in Richmond Terrace, with use of Tennis Court.

Apply to
JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, 17th December, 1887. [2453

NOTICE.

MR. J. S. SHOOKER has CEASED to SIGN our Firm per procuration from the 13th instant.

S. J. DAVID & Co.

Hongkong, 16th December, 1887. [2454

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 19th December, 1887, at 2 P.M., at his Sales Rooms, Queen's Road,
SUNDRY HOUSEHOLD FURNITURE, &c.
Comprising:—
CRETONNE COVERED DRAWING ROOM SUITE, ROUND CENTRE TABLES, CHIMNEY GLASSES, PICTURES, WRITING TABLES, BOOK CASE, and CARD TABLES.
Teakwood DINING TABLES, SIDEBOARD with MIRROR BACK, WHATNOTS, CHEFFONIER, CROCKERY, GLASS, and PLATED WARE.
DOUBLE BRASS BEDSTEAD, DOUBLE and SINGLE WARDROBES with PLATE GLASS DOORS, CHEST of DRAWERS, MARBLE TOP TOILET TABLE and WASHSTANDS.
A COTTAGE PIANO.
&c., &c., &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 17th December, 1887. [2455

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship
"MONMOUTHSHIRE,"
F. G. Cuming, Commander, will be despatched for the above Ports on or about WEDNESDAY, the 2?th inst.

This steamer has Superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 16th December, 1887. [2188

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Steamship
"DJEMNAH,"
will leave for SHANGHAI, KOBE AND YOKOHAMA (*via* INLAND SEA) TO-MORROW, the 18th instant, at NINE A.M.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th December, 1887. [2

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"GUY MANNERING,"
Captain Hall, will be despatched for the above Port on or about the 3rd January next.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 16th December, 1887. [2394

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Ashton, will be despatched for the above Ports TO-MORROW, the 18th inst., at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th December, 1887. [2448

FOR SHANGHAI.

THE Steamship
"PEKING,"
Captain G. Heuermann, will be despatched for the above Port TO-MORROW, the 18th inst., at TWO P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 16th December, 1887. [244

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship
"WINGSANG,"
Captain d'A. de St. Croix, will be despatched as above on SATURDAY, the 24th inst., at THREE P.M.

This steamer has Superior First Class Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th December, 1887. [2450

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENBIGHSHIRE,"
FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd inst. will be subject to rent.

All Claims against the steamer must be presented to the undersigned on or before the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 16th December, 1887. [2379

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON, and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 cents per Bale per month will be Charged.

ISAAC HUGHES,
Secretary.

Hongkong, 8th November, 1887. [2170

INTIMATIONS.

DINNEFORD'S FLUID MAGNESIA.

DINNEFORD'S FLUID MAGNESIA.
The best Remedy for Acidity of the Stomach.

DINNEFORD'S FLUID MAGNESIA.
For Heartburn and Headache.
For Gout and Indigestion.

DINNEFORD'S FLUID MAGNESIA.
The best Mild Aperient for Delicate Constitutions, Ladies, Children, and Infants, and for regular use in Warm Climates. DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the World.
N.B.—Ask for DINNEFORD'S MAGNESIA.
Agents—A. S. Watson & Co., Hongkong. [154]

A. S. WATSON & Co., LIMITED.
CHRISTMAS CONFECTIONERY.
JUST RECEIVED.
CRYSTALLIZED FRUITS, CHOCOLATE CREAMS, BURNT ALMONDS,
AND
SUNDRY SWEETS,
ALSO,
ROSE WATER & OTHER CRACKERS
IN GREAT VARIETY.
NEW SEASON'S
CHRISTMAS & NEW YEAR CARDS,
INCLUDING SOME
CHROMOS OF SWISS AND HOME
SCENERY,
SUITABLE FOR FRAMING.
NEW ILLUSTRATED PHOTOGRAPHIC ALBUMS.
A. S. WATSON & Co., LTD.,
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
Hongkong, 13th December, 1887. [22

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

MARRIAGE.

On the 16th December, at St. John's Cathedral, by the Rev. W. Jennings, V. H. DEACON, son of the late Rev. G. E. Deacon, M.A., Vicar of Leek, Staffordshire, to ELIZA, daughter of the late Charles Watson, of London. [2451

The Daily Press.

HONGKONG, DECEMBER 17TH, 1887.

The French gunboat *Aspic*, Captain Rupé, left here yesterday morning for Haiphong.

The Superintendent informs us that the P. & O. extra steamer *Zambesi* left Bombay at 5 p.m. on the 15th instant for this port.

Under the new Army Warrant Lieut.-Colonel and Chief Paymaster W. Hughes has been promoted to the rank of full Colonel.

The public are reminded that the prizes won at the Regatta will be presented this afternoon on the Cricket Ground at half-past four o'clock.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the Glen Line steamer *Glenorchy*, from London, will leave Singapore to-day for this port.

We would remind our readers that nominations for the Hongkong Derby close to-day (Saturday) and should be sent in to Mr. H. J. H. Tripp, Clerk of the Course, at the Hongkong Club.

The *Shen-pao* says that the second half-yearly instalment due from Soochow to the north-east frontier defence fund, has been diverted by order of the Board to the relief of the Honan sufferers. The Nanking house-taxing project has fallen through owing to suspicions as to the motives of the promoters.

By kind permission of Captain Faulkner, Divine Service will be held to-morrow morning, at eleven o'clock, on board the British ship *S. M. Blaikie*, by the Rev. A. G. Goldsmith, Seamen's Chaplain. The Bethel flag will be hoisted, and a steam launch will call alongside of any vessel hoisting code pennant C.

We (*Chinese Recorder*) learn that the China Inland Mission has paid in advance to the P. and O. S. N. Company the passage money for eighty missionaries, who are to be sent out to China during the few coming months. The first of this large company have already arrived, and the rest are to come forward by every fortnightly mail.

The *N. C. Daily News* says:—We hear from the North that the Telegraph Convention, which Mr. Pender announced to his shareholders some time since as being concluded, is practically extinguished, and what life may linger in it will, it is expected, receive the *coup de grace* from the protest addressed to the Foreign Ministers by the Shanghai Chamber of Commerce.

The adjourned inquest on the body of the Chinese stonecutter who died from the effects of burns received in a fire in a matshed at Tytam on the 25th ult. was resumed at the Magistracy yesterday. It appeared from the evidence that the deceased could readily have escaped without injury, but got burned in the attempt to save a few articles of personal property. The jury returned a verdict of accidental death.

The Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, from 7.30 till 10 o'clock. The following is the programme:—

March	"National Unity"	Newton.
Overture	"Guy Mannering"	Bishop.
Valse	"Tendresse"	Waldteufel.
Gavotte	"First Kiss"	Schubert.
Fantasia	"Rem. of England"	Godfrey.
Selection	"H. M. S. Pinafore"	Sullivan.

There will be no band performance in the Gardens on Sunday next and on Christmas day.

A very sudden death occurred at the Astor House, Shanghai, on Saturday evening, the 10th inst. The *Daily News* says that Mr. Swift, the sub-manager of the hotel, was playing billiards with one of the guests, when he was seized with what appeared to be a fit. He was placed in a chair, and Dr. Sloan was summoned, but Mr. Swift was dying when the doctor arrived, and nothing could be done for him. Sir R. T. Rennie, as coroner, summoned a jury on the 10th inst., to see the body, in order that it might be buried, and a *post-mortem* examination was made, from which it was determined that an aneurism was the cause of death.

Says the Nagasaki *Rising Sun* of the 7th inst:—Nagasaki harbour has not looked so lively for years as it has done during the past week, when for several days there were present no less than fourteen men-of-war—most of them large ones—besides quite a number of merchant vessels. The Japanese fleet left yesterday, and the British and French men-of-war in harbour are reported to be leaving to-day. It is also reported that a Russian man-of-war will leave to-day to go in search of the gunboat *Aleut*, believed to be lost somewhere up north, on the Russian coast. The Russian flag-ship *Dimitri Donskoi* arrived from Yokohama on Monday afternoon, having made the passage down, it is reported, in two and a half days.

With consistent kindness Messrs. Raphael Tuck & Sons, the renowned art publishers, have again favoured us with their annual tribute of Christmas and New Year cards. To mention this firm's name is a sufficient guarantee of the excellence of these productions. The large and varied assortment which has reached us is distinguished, like its predecessors, by much artistic taste and the highest elaboration of finish, while in numerous instances the designs, the methods, and materials are novel. Among the principal novelties, a large panel chromo-lithograph of the Royal Family, a photographic landscape print on matt porcelain, a reduced reproduction of the "Ansidei Raphael," and the charming gem panels attracted our most special attention.

The Thibetans appear to be very unfriendly to foreigners, or intrigue is at work in that country to create prejudice against India. A Darjeeling correspondent of the *Englishman* states that when Mr. Paul opened communications with the Raja of Sikkim the latter seemed inclined to promise anything and everything, but soon changed his mind and declined to return from Thibet before a certain day, saying he owed duty and obedience to the Thibetans and had promised to remain with them a certain time. Mr. Paul, who was absent from Darjeeling some three weeks, had to return without seeing the Raja, though the fact of his having known him from boyhood should have induced the absentee ruler to trust him fully. The correspondent urges the ejection of the small Thibetan force which at the time of the Macaulay mission entered Sikkim and has remained in a position commanding the road ever since.

In his "Notes on Popular Science" in the *Australasian*, Dr. J. E. Taylor writes as follows on the "tea-drinkers' disease:"—Attention has recently been drawn to the appearance and spread of what is called the "tea-drinkers' disease." There can be no doubt whatever that immoderate tea-drinking proves as bad as immoderate alcoholic imbibition, and, as regards its cumulative effects on the race, perhaps even worse. The new disease has been called by the singularly inappropriate name of theism, from the French name for tea. It exists in three stages. In the first, the symptoms are congestion of the aphalic vessels, cerebral excitement, and animation of the face. These are succeeded by a reaction of mental and bodily depression. Nervous irritability, cardiac troubles, &c., are added to the list. Nutrition is disturbed, nightmares are engendered, nervous tremblings follow. It is a fearful list of complaints from what we have considered a harmless habit.

The Manager of the Colombo Apothecaries Co. writes as follows to the *Ceylon Observer* on the properties of the new coal tar product saccharine:—"It possesses 300 times the sweetening power of sugar, and, according to Prof. Stutzer, of Bonn, its sweet taste can be detected in 70,000 parts by weight of water. The quantity necessary for a cup of tea varies from half to one grain of the powder, according to taste, and probably, so soon as the article can be put upon the market in greater quantity, the price, which is at present high, will be greatly reduced. There is, no doubt, as great a future before 'Saccharine' as there was for the aniline dyes, at their advent, and perhaps in point of utility this latest product of tar and science will create as great a revolution as did the production of artificial alizarin. The great value of saccharine is that it can be used with impunity by diabetic persons. We have tasted the saccharine, which is certainly sweet; but of course it needs the most delicate tests to prove that it is 300 times sweeter than sugar."

Yokohama, like Hongkong and Shanghai, has lately had quite a number of big fires. The most destructive one occurred on the 3rd inst., the conflagration breaking out, at 9 p.m., in Messrs. Frazer, Farley & Co.'s steam tea firing godown, situated at No. 143. The loss, which is fully covered, is a very severe one, and is expected to reach some $70,000 or $80,000, which is distributed amongst the Scottish Union, the New Zealand, the Singapore, and Queen Fire Insurance Companies. The value of hydrants was fully tested for the first time in Yokohama that night, and the Japan *Herald* has the following anent the splendid service they rendered:—"The fire was one of the hottest we ever saw here, and to show the mass of flame, we may mention that—in addition to the three steam and the various manual fire engines—the hydrants were at work for two hours during the height of the fire, and for seven hours afterwards. During that time they threw one hundred gallons per minute, or 54,000 gallons in all—an amount slightly over 241 tons. What proportions the fire would have attained without the assistance of these, we must leave to the imagination."

The *Daily News* says that over one hundred and fifty Portuguese residents met at the Club Unifio, Shanghai, on the 11th inst., to receive the Portuguese Minister, Sr. Roza, and suite, on their return from Peking after the successful conclusion of the treaty negotiations. The address, which was of a highly congratulatory nature, was engrossed on parchment, and enclosed in a blue velvet cover, mounted with silver. The address was read and presented to the Minister by Mr. J. Danenberg, the president of the Reception Committee. The Minister replied in suitable terms, and asked the company to give three cheers for the King, whose health he proposed, which was drunk in champagne. Mr. Danenberg then proposed the health of the Minister, a toast which was enthusiastically received. The Minister again replied, thanking the community for their kind reception, and proposing the health of the Portuguese community of Shanghai. Mr. L. Lübeck, Secretary of the Reception Committee, then proposed the health of Sr. Valdez, the Consul for Portugal, and this toast was also received with enthusiasm. Sr. Valdez in his turn thanked the gentlemen present for their kindness. The Town Band, under the direction of M. Vela, was present and played the Portuguese National Anthem after each toast, and on the arrival and departure of the Minister, and several selections during the reception. The proceedings, which lasted about two hours, passed off with the greatest *éclat*.

Mr. Alabaster, in his report on the trade of Canton, states that the termination of the Tonquin troubles has led to a considerable revival of native trade, which shows every sign of prosperity, notwithstanding the heavy taxation. The disbanding of the local levies has been effected without disorder, "the more dangerous battalions having been drafted to Hainan to pacify the savages and perish in the jungles." The passing to and fro of large bodies of troops has had the effect of bringing the people under better subjection. "But much remains to be done when a passage boat carrying passengers to places 50 miles distant only from the capital of the province requires an armament of 12 to 14 cannon; when you cannot venture a few miles only away without an armoury of swords and muskets; when in the city itself every shop which contains anything of value is barricaded at dusk so that it could stand a siege; when guards are necessary at every corner, and half the streets are closed at night with gates artillery only could force—it will be seen how utter is the insecurity and what loss of time and power the necessity of closing business with the setting sun entails." Piracy and highway robbery have to some extent been diminished by making the unlicensed carrying of arms a capital offence, by empowering the patrols to shoot any one they see on the housetops at night, and by scouring the creeks with armed steam launches. The introduction of steamers in the upper waters of the Canton river will put a stop to river robbery. The inland taxing officials object to steamers, for they fear that the fees exacted at every few miles from sailing boats will not be obtainable from steamers; but "the public voice is demanding the concession with daily increasing power."

Yesterday at the Magistracy the adjourned inquest on the two Chinamen who were killed by the falling of the back wall of house 223, Hollywood Road was resumed at the Magistracy before the Coroner and Messrs. J. Grant, H. Hyndman, jun., and F. P. de Sa, jurors. The master of the Sun Loong eating house, the tenant, gave evidence as to the fall of the wall, and stated that he rented the house from Mr. Chater, and had occupied it eight years. He had had no trouble with the house, and believed it was in good repair. He had never noticed any sign of weakness about the house. Hung Asing, an employé in the shop, and who was injured by the fall of the wall, but who has been discharged from hospital, said he had never observed any cracks in the walls and had never heard the house was unsafe. P. S. Mackay gave evidence as to the removal of the deceased and the survivor from the *débris* of the house, and said the latter was protected by the beams, which allowed a little air to reach him. He had never noticed anything wrong about the house. Mr. H. F. Hayllar, Inspector of Buildings, stated that he had made a careful examination of the remains of the house and found that the wall that had fallen, which was of brick, had been very badly constructed, and there was a trace of a large crack in the wall, which had previously been filled up with paper and mortar. The floor joists of the kitchen were sound and seemed to have been renewed within the last four or five years. He was of opinion that a door had been made in the back wall between the dwelling-house and the kitchen, and that this had weakened the wall to such an extent that it fell. The outer wall of the house was standing. The walls were very badly built and the back wall was not in good repair, being cracked. The house appeared to be about 20 or 25 years old. The jury returned a verdict of accidental death.

The N. Y. K. steamer *Tsuruga Maru*, Capt. P. Hussey, on her last visit to Chefoo, was the recipient of a very handsome Chinese tablet, made and presented in commemoration of the timely delivery of the crew of a Chinese junk, who several months ago were rescued from death under very touching circumstances. The crew in question, when picked up by the *Tsuruga*, were just on the point of death, having been drifting about on the bottom of their capsized craft for fourteen days without a particle of anything to eat, and only a few drops of rain-water to drink. They were taken on board and so tenderly cared for that all but one recovered. The tablet, which now adorns the *Tsuruga Maru's* saloon, is six feet long by two feet four inches deep, and is a fine specimen of Chinese workmanship. The body of the tablet is red lacquer, with gilt characters, and a handsomely carved border. The principal characters of the inscription, roughly translated, signify "record of gratitude." We *(Rising Sun)* understand that Capt. Hussey is to be presented with a private token in commemoration of the event upon his return to Chefoo.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]
LONDON, 14th December.

THE FRENCH MINISTERIAL CRISIS ENDED.

M. Tirard has succeeded after great difficulty in forming a new Cabinet.

M. Flourens becomes Minister of Foreign Affairs.

General Logerot has been appointed Minister of War.

THE PRESIDENT'S ADDRESS TO THE CHAMBERS.

The President's message to the French Chambers proclaimed a policy of concord in a large scheme of reforms, especially in regard to finance.

THE PARIS SCANDALS.

"The Judges have decided that the charges against M. Wilson are untenable.

THE SUGAR DUTIES CONFERENCE.

The result of the Sugar Duties Conference is that an arrangement is possible, but that the points raised must be referred to the Cabinets of the States concerned.

THE VICEROY OF CHIHLI.

TIENTSIN, 16th December.

The Viceroy Li Hung-chang left Tientsin on the 15th instant for Pao-ting Fu.

THE PORTUGUESE-CHINESE TREATY.

The *Daily News* says:—Senhor de Roza has every reason to be proud of the success which has ultimately attended his negotiations at Peking. For the first time Portugal enters the charmed circle of the Treaty Powers, and if the treaty is not exactly in accordance with the protocol signed at Lisbon, it is quite as efficient for all practical purposes. The Consuls of Portugal will no longer carry on their work on sufferance, as they have hitherto done; the claims of Portuguese subjects can no longer be ignored on the ground that treaty relations between China and Portugal do not exist. Generally, the treaty follows the lines of the treaties made by the other Powers with China, and there is a special article by which China recognises Portugal's right to dominion and possession in "Macao." The word "Macao" is used by itself, the vexed question of the dependences of Macao being left in abeyance. It is the question of these dependencies that has caused the long delay in the conclusion of the negotiations, and Senhor Roza has done wisely in deferring for the present the exact statement of how much territory "Macao" includes. A mixed delimitation commission is to be appointed, as our Peking correspondent stated the other day, to settle the boundary line between Macao and China, and until the conclusions of this commission are accepted by both parties, matters are to remain *in statu quo*. This, we learn from the North, is the gist of the treaty, and by this Portugal practically gains everything that was arranged at Lisbon. If the frontier commission should disagree as to the line, or if either China or Portugal should be unwilling to accept the boundary agreed upon by the commission, matters simply remain as they are now; and however discontented the Viceroy of Canton may be with the present position, and anxious to restrict the Portuguese to the occupation of Macao in its strictest sense, he cannot move in the face of the present treaty.

THE WRECK OF THE BRITISH STEAMER "LORNE."

INTERESTING STORY BY ANOTHER SURVIVOR.

Mr. Nethersole, late third engineer of the steamer *Lorne*, which ran on a sunken rock and foundered, arrived here yesterday by the steamer *Soochow* from Hoihow. Mr. Nethersole was picked up by a junk after having been buffeted about in broken boats for over thirty hours. We are indebted to him for the following narrative of the wreck and his subsequent experiences:—

At five minutes past midnight on the 4th December, on my way to the engine room, I felt the ship strike, and the passengers who were sleeping on the hatch immediately set up a cry and made for the boats. I held up my hand and told them "all right," which somewhat quieted them. I went below and relieved the second engineer. About five minutes afterwards the chief engineer came to me and said they could get no bottom. The captain asked if she was making any water in the engine room or stoke hole. The chief engineer reported the bilges dry. Very shortly after this the second officer called all hands on deck, and my watch and I went up. When I reached the deck all was confusion among the passengers. My watch and I assisted to hoist out two boats on the port side, and the second officer was ordered to take charge of them. I then went to my room and put on some more clothes, as I had nothing on but my singlet and over-all pants. I then went aft, and I saw the gig on the port side had been lowered and was full of water, although still hanging in the tackle, and some passengers were in the water. The captain called out to those in the other boats to pick up these people. I then went to the starboard side and assisted the other Europeans in an attempt to get out the life boat, but the passengers crowding into her, and the ship at the same time fast settling by the head and having a heavy list to port, causing the boat to swing in board, it was impossible to get it out. We managed to swing her clear of the chocks once, as the ship rolled to starboard, but before we could lower her she swung back with the rolling of the ship, striking the boat chocks and damaging her slightly. She was not badly damaged, and we tried again to hoist her clear. Had we had proper assistance we would have succeeded, but the sailors had all rushed into the port boats when they left, and we had only the passengers to give assistance, and they were not of much use. We next attempted to launch the No. 2 life boat, aft on the starboard side, but not having sufficient help we could not get her out. By this time the ship's deck, as far as the forward hatch, was under water and she was sinking rapidly. The captain now ordered life belts and buoys to be distributed to passengers and others and sent the third officer to blow the whistle for the second officer's boats to stand by us. At the same time we tried to reach the chart room to get rockets, but the ship was sinking so rapidly, the water now being up to the bridge, that we could not do so. We now cut the tackle of the boats and bade each other good bye, and the next instant we were all thrown into the water by the ship sinking on her port side. When I came to the surface I caught hold of a bucket. Hearing the chief officer calling for help I swam to him and gave him the bucket, as he had neither life belt nor buoy, while I had a life belt. I now made for the life boat No. 1, which was floating keel up, with her bottom broken, and a number of Chinese passengers, still living, underneath. On this boat I found the chief engineer, and we were shortly afterwards joined by the second engineer and the third officer. Here we remained for about half-an-hour, calling to the second officer for assistance, but we got no reply. We tried to right the boat, but could not succeed. As the seas were breaking over us, and washing us off the boat, and seeing the captain, chief officer, and Ripley not far off, I proposed we should swim to their boat so as to be all together. I was followed by the third officer and second engineer and we reached the captain's boat. At this time we did not miss the chief engineer. Some time later the captain asked if we were all there, and we replied "all but the chief engineer," whom we never saw again. We anxiously waited for daylight, believing the second officer's boats to be standing by for us. At daylight, however, we saw nothing except wreckage, and we counted eighteen persons clinging to it. We next observed the tops of two hills, and saw by their gradually disappearing that we were drifting from land. We were now getting very weak owing to the boat frequently turning over, and at the same time the seas washing over us almost beating the breath out of us. One by one the weaker of the Chinese dropped off, and about eight or nine o'clock our captain also disappeared. About this time the seas were getting higher, causing the boat to turn over at shorter intervals. We next missed the chief officer, who sank as the boat was turning over. About two hours afterwards, Mr. Ripley, the passenger, dropped off. The air vessels of the boat became unattached, which caused her to float keel up, making it very difficult to hold on. About 2 p.m. the third officer called my attention to a boat some two or three hundred yards distant. As she appeared in better condition than the wreck we were clinging to it was proposed to reach her if possible. I started off, thinking the third officer and second engineer were following, and I called out to the steward to come. After reaching the boat I looked round for the others, but could not see them, owing to the high sea, which would render it impossible for us to see each other unless we had both been on the crest of a wave at the same time. As soon as I recovered myself I examined the boat and found her in good order. I kept watch for the others, but never saw them. Shortly before sunset I saw a junk, but although she was in sight a long time she never came within hailing distance. The land now showed up quite plainly, and I was in hopes by daylight to drift on to it.

Early next morning, the 6th December, a junk sailed quite close, which I hailed, and they brought their craft up to the wind and answered. As we could not understand each other, and it was not daylight at the time, they proceeded on their course. By daylight I saw quite a number of junks, and I hailed three, who were close by. They, however, simply looked at me and sailed on. I now pulled up the gratings and bottom boards of the boat and made a sail of them, breaking off a lath and using it as a rudder. My progress towards the shore was now more rapid and I was in hopes of reaching it by the afternoon. About 10 a.m. a junk was close by, which I hailed, and they bore down and picked me up. I tried to make them understand that there were others afloat besides myself, but failed. They took off my clothes and gave me dry ones, and also water, of which I was sorely in need. By three or four o'clock in the afternoon the junk brought up, and they gave me as much food as I could eat, at the same time picking out the choicest pieces of fish for me, and they seemed pleased to see me eat; they always attended to my wants first. Some time during the night I was awakened by their hoisting sail, and about three hours afterwards we anchored at Tam-mun, where, after giving me a good breakfast and some samshu, they took me ashore, and about half-an-hour afterwards they brought a man to me who could speak English. I was feeling very ill, suffering from chills, and my legs were so swollen and cramped from long immersion that I could scarcely walk. The man (Ah Kee) who spoke English told me he had been employed as boy on the steamer *Atholl*, belonging to the same company as the *Lorne*. He invited me to stay in his house until I was able to walk, and said he would then guide me to Hoihow. Previous to parting with the junk captain he gave me 400 cash (40 cents), saying he would give me more if he had it, and he wished me a speedy passage to Hongkong. As soon as I arrived at Ah Kee's house I went to bed, and he set about making me chicken broth, his people washing and mending my clothes and making me as comfortable as possible.

Dec. 8th—Remained at Ah Kee's house all day. He made some beef tea and cooked a beefsteak for breakfast. Began to feel much better and could walk with more comfort. I proposed to start for Hoihow the following morning.

Dec. 9th—After a good breakfast of beefsteak and sweet potatoes and fruit we set off for Hoihow at 7 a.m., and by noon reached the town of Nitoong, where we called upon the Mandarin and told our story. He was extremely kind, offering us food and soldiers to guide us to the next Mandarin's, which I declined, as Ah Kee knew the road. The Mandarin then gave me 1,000 cash and a passport, and as I was anxious to resume our journey we started off again at once. By sunset we reached the village of Taiwo, where we put up at a hotel for the night. Ah Kee made a splendid supper of grilled chicken, rice, sweet potatoes, and tea, which I relished greatly, as I had not eaten since morning.

December 10th.—After breakfast we started again, an hour before daylight, and walked on until noon, when we stopped and took rice and boiled eggs. After a wash and an hour's rest we again went on, and at 5 p.m. reached the town of Ling-on, where I handed in my passport to the Mandarin, who gave me another and 500 cash. As the boat for Pook-cheong was just preparing to leave I had to hurry down to the beach and get aboard, buying a little tea, sugar-cane, and oranges for supper, to be taken on our way.

December 11th.—About 9 a.m. reached Pook-cheong, landed, and proceeded at once to Hoihow, which I reached at 11 a.m. Throughout my journey across country I received the greatest kindness and attention from the natives, and more especially from my guide Ah Kee.

Mr. Nethersole adds that he considers there is a bare chance of the third officer and second engineer having been picked up, as there were so many junks about.

There are many of my readers (says *Figaro*) who must remember the Franco-Italian war of 1859, and the subsequent discovery of a brilliant new shade of crimson, to which the name of Magenta was given, after one of the battles in the campaign. Well, magenta is to be worn this winter, or so, at least, M. Worth has decided, and his will generally proves to be law in such matters. With his usual gallantry this man-milliner states that he has revived the brilliant colour as a special compliment to the amiable and popular Queen Margaret of Italy.

VICTORIA REGATTA, 1887.

SECOND DAY, 16th December.

The weather yesterday was much warmer and finer, but there was a slight swell on, which rendered the water somewhat unfavourable for sculling, while the absence of wind made the sailing races very tame affairs. The attendance on the flagship was somewhat smaller than on the first day, showing a great falling off in the number of visitors as compared with previous years. The number of launches, however, if anything exceeded that of the day before. The course was on the whole much better kept yesterday, and there was little ground for complaint as regards this. During the afternoon His Excellency Governor Sir William des Vœux, attended by his private Secretary, Mr. Slingsby Bethell, and his Aide-de-Camp, Lieut. Anderson, witnessed the races from the launch *Victoria*, and Admiral Sir Richard Hamilton was on board the Starter's launch. The prizes, with the exception of the Ladies' Purse, which was presented yesterday, will be distributed this afternoon in the Pavilion, on the Cricket Ground, by Mrs. A. P. MacEwen. The band of the Northamptonshire Regiment will be in attendance and it has been hinted that there will be a dance after the ceremony of prize giving is over.

The race which naturally caused most interest was the International. Five crews started; the Danes, owing to some unfortunate misunderstanding amongst themselves, having retired from the contest. The English crew was the favourite, and in this instance popular opinion proved correct, the English crew carrying off the prize after a hard fight with the Americans. The Senior Sculls Cup fell to Hayllar, Shepherd unfortunately capsizing his boat during the race. The Nil Desperandum Cup was secured by Shepherd's boat, the *Kornblume*. The Ladies' Purse produced a very keen race, Major Ellis's crew carrying off the coveted trophy after a hard fight with the *Thistle*, stroked by Hayllar. The military were particularly fortunate yesterday, Major Ellis in the same boat and with the same crew also winning the German Cup, the favourite, the *Thistle*, being beaten by about half a length. The "T. J." Cup, as was expected, was won easily by Hayllar and Shepherd. The races for gigs and cutters were also productive of good sport.

Appended are the particulars of the different races:—

SENIOR SCULLS, Cup presented by S. E. Shellim, Esq.; for single pair sculling Boats; entrance, $5; distance, one mile.

H. F. Hayllar, 11st. 2lbs. Primrose 1
E. B. Shepherd, 10st. 1lb. Daisy 0

Two boats only started, Turner having withdrawn from the race. Shepherd drew away at once and for a short distance led. Hayllar then came up on level terms and rapidly passed Shepherd. When about three quarters of the distance was covered Shepherd, who had been rowing somewhat wildly, capsized his boat, thus leaving Hayllar to finish the race. Time 9min. 52secs.

INTERNATIONAL RACE, "CHALLENGE CUP."—For Four-Oars; distance, one mile; this Cup to be won two consecutive years before being finally held; distance, one mile; entrance, $10.

ENGLISH.—First.
"Rose."
Station No. 3.—Red Sash.
Bow, G. C. C. Master .... 11st. 0lb.
No. 2, H. F. Hayllar .... 11st. 2lbs.
No. 3, H. C. Metcalfe .... 14st. 7lbs.
Stroke, Major Ellis .... 12st. 0lb.
Cox., M. Fredericks .... 7st. 11lbs.

AMERICAN.—Second.
"The Eagle."
Station No. 4.—White with Small American Flag.
Bow, A. Duer .... 10st. 4lbs.
No. 2, R. Thomson .... 12st. 2lbs.
No. 3, R. E. Withers, Jr. .... 11st. 4lbs.
Stroke, L. B. Connor .... 10st. 11lbs.
Cox., G. C. Hayward .... 6st. 12lb.

GERMAN.—Third.
"Kornblume."
Station No. 5.—Light Blue and White.
Bow, E. Goetz .... 10st. 5lbs.
No. 2, T. Lammert .... 10st. 10lbs.
No. 3, G. P. Lammert .... 11st. 4lbs.
Stroke, E. Friedrichs .... 13st. 2lbs.
Cox., A. Turner .... 9st. 0lbs.

SCOTCH.
"Thistle."
Station No. 2.—White with Thistle.
Bow, A. C. More .... 9st. 3lbs.
No. 2, G. L. Duncan .... 10st. 8lbs.
No. 3, J. S. Legge .... 11st. 2lbs.
Stroke, J. H. Stewart Lockhart 12st. 0lb.
Cox., G. A. Caldwell .... 8st. 7lbs.

IRISH.
"Shamrock."
Station No. 1.—White and Green.
Bow, J. Little .... 11st. 0lb.
No. 2, E. Osborne .... 9st. 10lbs.
No. 3, J. D. Saunders .... 12st. 5lbs.
Stroke, H. N. Thompson .... 13st. 12lbs.
Cox., F. W. White .... 8st. 8lbs.

The English crew were a little behind in starting, the Americans and Germans taking the lead immediately after the gun was fired. The English crew then overhauled the Scotch, who had a little the advantage of them, and rapidly came up in a line with the two leading boats. The Irish crew was almost from the first out of the race. The English, American, and German crews pulled for some time on level terms, the Scotch boat holding them closely. Major Ellis slightly increased the pace, and the English crew led the American by about half a length, the Germans taking the third place. An excellent race followed between the American and English crews. The American crew made several bold bids for the victory, but Major Ellis finally passed the winning post about half a length ahead of the Americans. Such was the excitement felt in the race that no time was taken. This is a matter for regret, as there was no doubt that the race was one of the fastest which has taken place at this meeting.

FOR GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European members of the Police Force; the boats to be approved by the Committee; winning Boat Race No. 2 first day must change two of its crew before it can be allowed to start; distance, one mile; entrance, $1. First prize, $15; second, $5.

Royal Artillery's Lancashire Lad 1
Royal Engineers' Engineer 2
Royal Engineers' Hard Lines 3
Royal Artillery's Eastern Pride 0

Lancashire Lad took the lead at starting closely followed by *Hard Lines*, *Eastern Pride* and *Engineer* being about equal for third place. This order was maintained for a short distance. *Engineer* passed *Eastern Pride*, and *Lancashire Lad* put daylight between herself and *Hard Lines*. *Engineer* then came gradually up even with *Hard Lines* and rowing in good style quickly left her astern. A fine race for first prize then took place between *Engineer* and *Lancashire Lad*, the latter boat eventually winning by about half a length. Time 7mins. 55sec.

"NIL DESPERANDUM CUP," presented by E. H. Melbye, Esq; open to all juniors and those of the seniors who have never won a race in a Regatta; distance, one mile; entrance, $10.

"Kornblume."—First.
Station No. 3.—Black, Blue and White Hoops.
Bow, A. Duer .... 10st. 4lbs.
No. 2, R. T. Wright .... 12st. 0lbs.
No. 3, J. D. Saunders .... 12st. 5lbs.
Stroke, F. H. Shepherd .... 9st. 9lbs.
Cox., W. Wallace .... 4st. 11lbs.

"Leek."—Second.
Station No. 4.—White Jersey, Dark-blue Binding, Dark-blue Maltese Cross.
Bow, C. H. W. Kew .... 8st. 8lbs.
No. 2, A. C. More .... 9st. 3lbs.
No. 3, J. Spence Legge .... 11st. 2lbs.
Stroke, T. W. Lammert .... 10st. 10lbs.
Cox., M. Fredericks .... 7st. 11lbs.

"Victoria."—Third.
Station No. 2.—Black and Red Stripes.
Bow, H. Broke .... 10st. 5lbs.
No. 2, E. H. Melbye .... 10st. 4lbs.
No. 3, H. Skött .... 11st. 7lbs.
Stroke, F. G. Nielsen .... 10st. 8lbs.
Cox., G. A. Caldwell .... 8st. 7lbs.

"Shamrock."
Station No. 1.—White.
Bow, F. Robinson .... 10st. 7lbs.
No. 2, P. W. Lewes .... 10st. 13lbs.
No. 3, R. B. Marwood .... 11st. 4lbs.
Stroke, C. Gleig .... 10st. 10lbs.
Cox., R. Colomb .... 6st. 7lbs.

"Thistle."
Station No. 5.—Yellow and Black.
Bow, G. L. Duncan .... 10st. 8lbs.
No. 2, R. M. Jameson .... 11st. 0lb.
No. 3, R. Thomson .... 12st. 2lbs.
Stroke, C. H. Thompson .... 10st. 3lbs.
Cox., F. W. White .... 8st. 3lbs.

A most excellent start was made. *Thistle* went off with a lead, being closely followed by *Leek* and *Kornblume*, who quickly got on even terms with her. *Kornblume* then forged ahead and when half the distance was rowed was leading by about a length. The *Leek* made great efforts to catch *Kornblume*, but were unable to do so, the crew of the latter rowing well within themselves and winning by two lengths. Time, 7min. 18secs.

FOR MEN-OF-WAR'S CUTTERS; distance, one mile; entrance, $1; first prize, $20; second, $10; no time allowed for Oars; (Winner of 10th race, 1st Day, to be excluded.)

H.M.S. Audacious' boat 1
H.M.S. Heroine's boat 2
H.M.S. Victor Emanuel's boat 3
H.M.S. Constance's boat 0

Immediately on starting the *Victor Emanuel's* boat drew away and took the lead, closely followed by the *Audacious'* boat, which gradually overtook the leader. The *Heroine's* boat pulled well together and came close on the *Audacious'* boat, but despite all efforts was unable to pass her, the *Audacious* keeping the advantage and winning by a couple of lengths. Time, 7 min. 55 2-5ths secs. Before starting a protest was entered, however, by the other boats against the winner, the race being for cutters and she carrying sixteen oars.

"LADIES' PURSE," presented by the ladies of Hongkong; for Four-Oars; distance, one mile; entrance, $10.

"Kornblume."—First.
Station No. 2.—White, Black Sash.
Bow, J. Little .... 11st. 0lb.
No. 2, G. A. Bramwell .... 12st. 0lb.
No. 3, H. C. Metcalfe .... 14st. 7lbs.
Stroke, Major Ellis .... 12st. 0lb.
Cox., M. Fredericks .... 7st. 11lbs.

"Thistle."—Second.
Station No. 3.—Black & Red Stripes.
Bow, F. G. Nielson .... 10st. 8lbs.
No. 2, L. B. Connor .... 10st. 11lbs.
No. 3, R. E. Withers, Jr. .... 11st. 4lbs.
Stroke, H. F. Hayllar .... 11st. 2lbs.
Cox., G. C. Hayward .... 6st. 12lbs.

"Shamrock."—Third.
Station No. 4.—Yellow and Black.
Bow, A. Denison .... 11st. 0lb.
No. 2, F. Grimble .... 10st. 10lbs.
No. 3, H. Skott .... 11st. 7lbs.
Stroke, H. N. Thompson .... 13st. 12lbs.
Cox., T. Wallace .... 7st. 6lbs.

"Rose."
Station No. 1.—Light-blue and White.
Bow, E. W. Rutter .... 10st. 1lb.
No. 2, G. C. C. Master .... 11st. 0lb.
No. 3, J. H. Stewart Lockhart .... 12st. 0lb.
Stroke, E. Friedrichs .... 13st. 2lbs.
Cox., A. Turner .... 9st. 0lb.

This proved to be one of the finest races of the meeting in consequence of the very close finish between *Kornblume* and *Thistle*. Immediately on starting *Shamrock*, which had the advantage of position, took the lead but was quickly overhauled by *Thistle*, who got a lead of half a length. *Kornblume* then began to come to the front, passing *Shamrock* and coming up equal with the *Thistle*. A very tight race then took place between *Kornblume* and *Thistle*, both crews rowing in splendid style. Hayllar's boat was perhaps going in a little better form than his opponent, but his coxswain at this point steered very badly. *Kornblume* slowly but surely gained inch by inch, and Hayllar put on a spurt. Ellis responded and with a splendid effort and carried his boat in a winner by about a quarter of a length. Time 6mins. 55⅓secs.

Immediately after the race was finished the Band formed in front of the flagship and played "See the Conquering Hero comes." Amidst loud cheers Major Ellis then came forward and the prize was handed to him by Miss Hancock.

TO BE ROWED IN GIGS; (open to Naval and Military Officers of all nationalities); Cup presented by members of the Hongkong Club; distance, one mile; time for oars.

Constance's gig 1
Victoria Emanuel's boat 2
Electra's boat 0
Gunboat's boat 0

The *Victor Emanuel's* boat went off with the lead, but was soon overhauled by the *Constance's* gig, which won easily, half-a-dozen lengths ahead of the *Victor Emanuel's* boat. The other two dropped out of the race. Time, 8min. 20secs.

"GERMAN CUP;" presented by the German community; for senior four-oars; distance, one mile; entrance, $10

"Kornblume."—First.
Station No. 1.—White, Black Sash.
Bow, J. Little .... 11st. 0lb.
No. 2, J. A. Fredericks .... 10st. 10lbs.
No. 3, H. C. Metcalfe .... 14st. 7lbs.
Stroke, Major Ellis .... 12st. 0lb.
Cox., M. Fredericks .... 7st. 11lbs.

"Thistle."—Second.
Station No. 4.—White, Dark-blue Border and Cross.
Bow, G. L. Duncan .... 10st. 8lbs.
No. 2, R. M. Jameson .... 11st. 0lb.
No. 3, G. C. C. Master .... 11st. 0lb.
Stroke, J. H. Stewart Lockhart 12st. 0lb.
Cox., F. W. White .... 8st. 8lbs.

"Rose."—Third.
Station No. 5.—Light-blue and White.
Bow, E. Goetz .... 10st. 5lbs.
No. 2, A. Turner .... 9st. 0lb.
No. 3, R. E. Withers, Jr. .... 11st. 4lbs.
Stroke, E. Friedrichs .... 13st. 2lbs.
Cox., T. Wallace .... 7st. 6lbs.

"Shamrock."
Station No. 2.—Yellow and Black.
Bow, C. H. Thompson .... 10st. 3lbs.
No. 2, E. Osborne .... 9st. 10lbs.
No. 3, A. Denison .... 11st. 0lb.
Stroke, H. N. Thompson .... 13st. 12lbs.
Cox., W. Stopani .... 5st. 13lbs.

"Leek."
Station No. 3.—Red & White Stripes.
Bow, E. W. Rutter .... 10st. 1lb.
No. 2, J. S. Legge .... 11st. 2lbs.
No. 3, G. P. Lammert .... 11st. 4lbs.
Stroke, G. A. Bramwell .... 12st. 0lb.
Cox., G. C. Hayward .... 6st. 12lbs.

On getting away Lockhart's crew and Friedrichs' made a tight race of it for some time. Ellis then pulled away and passing all the other boats held close to the stern of the *Thistle* for some time. The *Rose*, which had been going well up to this point, now lost a little ground, and the race for first place was confined to *Kornblume* and *Thistle*. Lockhart's crew were evidently doing all they knew, while Ellis seemed to be going easier. When within twenty yards of the winning post Ellis put on a spurt to which Lockhart was unable to respond, he and his crew being apparently quite exhausted and Ellis landed his boat a winner by about half a length. Time, 7mins. 38secs.

FOR MEN-OF-WAR'S GIGS AND WHALERS; distance, one mile; entrance, $1; first prize, $15; second, $5; time for oars,—6 seconds per oar. (Winner of 5th Race, 1st day to be excluded).

In addition to the two boats on the programme there were seven post entries. A good race ensued, the first prize being carried off by the *Constance's* boat. Time, 8mins. 9secs.

H.M.S. Constance's Pearl 1
H.M.S. Audacious's Lily 2

"THE T. J. CUP."—Presented by T. Jackson, Esq; for double-sculls; distance, one mile; entrance, $5.

"Kathleen."—First.
Station No. 3.—Black and Red Stripes.
Bow, E. B. Shepherd .... 10st. 1lb.
Stroke, H. F. Hayllar .... 11st. 2lbs.
Cox., M. Fredericks .... 7st. 11lbs.

"Maud."—Second.
Station No. 2.—Light-blue and White.
Bow, G. C. C. Master .... 11st. 0lb.
Stroke, E. Friedrichs .... 13st. 2lbs.
Cox., W. Stopani .... 5st. 13lbs.

"Lily."
Station No. 1.—White Blue-facings and Blue Cross on left Breast.
Bow, T. Lammert .... 10st. 5lbs.
Stroke, C. H. W. Kew .... 8st. 8lbs.
Cox., G. A. Caldwell .... 4st. 11lbs.

This race was almost a forgone conclusion, Hayllar and Shepherd winning easily in the *Kathleen*. Kew and Lammert gave up. Time, 9 min. 7 sec.

SAILING RACE.—FOR ALL OPEN BOATS, (Chinese excluded).

Audacious' pinnace 1
Leander's pinnace 2
Mr. C. Smith's cutter 0
Commodore's galley 0
Mr. G. S. Lang's Chinese rig 0
Lieut. Hawkins' cutter 0

A start was made at half past one, with a light easterly breeze. The *Victor Emanuel's* galley showed the way followed by the pinnaces of the *Audacious* and *Leander*, with Mr. Smith's cutter well up. After a short run the boats all got into a calm, and lay about amongst the shipping. A breeze then sprang up from the south-east, and the first mark was rounded as follows:—

	h.	m.
Audacious' pinnace	3	13
Leander's pinnace	3	26
Victor Emanuel's galley	4	20
Mr. Smith's cutter	4	49

The other boats were quite out of it. Making for the second mark the wind died away, and all sail was set to catch the little there was. The *Audacious'* pinnace had a good lead, and the only other boat, barring accidents, that had a show was the *Leander's* pinnace. Their times of rounding the second mark were as follows:—

	H.	M.
Audacious' pinnace	3	45
Leander's pinnace	4	11

The other boats were not timed. The two pinnaces then made for home, hauling up on a northerly wind which afterwards veered to the east. They took different courses, the *Audacious'* pinnace beating up through the harbour, while the *Leander's* went by the back of Stonecutters' Island. The *Audacious'* pinnace passed the winning mark at 5.36. The time of the *Leander's* pinnace was not taken, as she had not reached home at dark, but she was spoken by the umpire's launch off the Cosmopolitan Dock at 6.10, with a good wind, and her time of rounding would probably be about 6.45.

YACHT RACE.—FOR YACHTS OVER 10 TONS; Entrance, $5; time for tonnage; Cup presented by the Victoria Recreation Club.

Again yachtsmen were sad at heart, for there was no wind for sailing, Boreas being numbered among the unemployed—or evidently not inclined to "bustle about." The same three yachts that competed yesterday again took up their positions and were placed in order as before, namely:

No. 1 station, W. H. Forbes' Naomi ...... 30 tons
No. 2 station, M. Beart's Kathleen ...... 20 tons
No. 3 station, Potts & van Buren's Ariel, 14 tons

It was not until 1h. 12 min. 30 sec. that the umpire gave the whistle to "go" and again the *Kathleen* was first away. To a casual observer the *Naomi* was far over the line, we should say quite four lengths ahead, and it would be well that attention should be given to this in future. An advantage at starting is often of much importance. With a westerly wind the boats had to make a direction for Stonecutters' Island, and the *Naomi* quickly forged her way out of the other yachts' reach. The *Kathleen* in turn walked away from the *Ariel*. The leading boat was very fortunate on nearing the western corner of Stonecutters' Island, for the wind veered round to the south and she was enabled to haul close and make straight for the first stake boat. Already the race was hers, bar accidents, for that mark was left in this order:—

	H.	M.	S.
Naomi	2	22	25
Kathleen	2	35	35
Ariel	2	42	—

Before a light south wind all canvas was then spread and off they went for the Chung Hui mark. As will be seen by the times taken, the local "Volunteer" steadily increased her lead, and the *Ariel* also was closing up the gap between herself and her immediate pathfinder, the second mark being shot by:—

	H.	M.	S.
Naomi	2	46	45
Kathleen	3	4	15
Ariel	3	9	35

The wind still keeping from the south spinnakers were now taken aboard, and plain canvas with jib topsail had all the work—the little there was to do at any rate. The *Naomi* still held her position and the flag boat opposite the judge was turned by the

	H.	M.	S.
Naomi	3	31	48
Kathleen	3	59	30
Ariel	4	2	25

Standing on her course for the mark abreast Cosmopolitan Dock the *Naomi*, after proceeding a few hundred yards, clewed up her topsail and shortly afterwards came about—a step not clearly understood by onlookers. In the midst of speculative suggestions, however, the *tai-yut* flag was run up to her topmast head and we then learned she had won the race. We heard a very general opinion that the shortening of the course was scarcely fair to the smaller boats, on the ground that with the light wind experienced many changes might have occurred on the last two reaches; and it seems quite consistent that if the time allowance is fixed for a race of 10 miles the same calculation cannot hold good on a course shorter by some 3 or 4 miles. However, if the owners of the yachts interested are satisfied we suppose the opinions of "outsiders" do not count, and as Mr. Forbes' good ship is at any time pretty heavily handicapped we congratulate him on his win. Mr. Forbes will nevertheless, we are sure, agree that it is a mistake to make these late changes either of mark-boats or courses.

The Cup presented by the members of the Victoria Recreation Club is therefore won, and to-day the same yachts race for the cup given by the Hon. C. P. Chater. We hope to see a really good race with a wind which will make the result something more than a fluke.

FOR YACHTS UNDER 10 TONS; Entrance, $5; time for tonnage; Cup presented by the Hon. C. P. Chater.

Mr. J. Gow's cutter .... Kate.
Mr. A. Rodger's cutter .... Sea-lark.
Mr. W. H. Lobb's cutter ...... John Gilpin.
Mr. A. Denison's cutter .... Lilian.
Mr. R. Cooke's cutter .... Arrow.

All the boats entered put in an appearance, and the *Arrow* won in good style, passing the winning post first, followed next by the *John Gilpin*, the times of passing being as follow:—

	H.	M.	S.
Arrow	4	39	50
John Gilpin	4	49	55

As the *Arrow* had to allow the *John Gilpin* five minutes, she won with five minutes and five seconds to spare.

POLICE COURT.

15th December.

BEFORE MR. H. E. WODEHOUSE.

BREACH OF CONTRACT.

Pang Ut Chin, conservatory contractor, was summoned by Mr. Geo. Kemp, Inspector of Nuisances, for using boats other than those defined by the Government for the reception of urine. He was bound over in $100 to be of good behaviour for six months.

UNLAWFUL POSSESSION.

Sixteen coolies were brought up on a charge of unlawful possession of several pieces of sapanwood and were bound over in personal recognisances for twenty-one days.

BEFORE MR. N. G. MITCHELL-INNES.

CHARGE OF BEING DRUNK AND INCAPABLE.

Frederick McKenzie, unemployed, was charged by Li Achik, P.C. 278, with being drunk and incapable.

Complainant stated that he found defendant drunk in Sing Wong-street. He was lying down.

Remanded till this day.

UNLAWFUL POSSESSION.

Kwok Chi and Ng Ping, boatmen, were charged with the unlawful possession of some preserved persimons on the 15th instant.

William Boston, P.C. 101, said that on the 15th instant, at 11 p.m. he found prisoners in a small boat at Akungnam Bay. They had the fruit produced in their boat. They said they had taken the fruit from a water-logged ship outside the harbour.

The first prisoner stated that the fruit was brought from Fu Tau-chan Customs station.

Remanded for a week, bail being allowed in $30.

IN POSSESSION OF LOADED REVOLVERS.

Lau Ashu, silversmith, and Ho Asam, salt smuggler, were charged with being in possession of loaded revolvers in the public street without reasonable excuse, on the 15th inst.

P.C. Mitt Singh stated that on the 15th inst., at 4.15 p.m., he saw the two prisoners and two others walking in a very suspicious manner in Queen's Road West. While witness was questioning defendants the other two ran away. He searched defendants, and on the first he found a long barrelled revolver loaded in five chambers out of six and a box of cartridges. On the second defendant he found two revolvers, one of which was loaded in one chamber. The second defendant said he had bought the weapons from No. 128, Queen's Road West. Witness took defendants to that shop, but the people there said they knew nothing about it. Witness heard the second defendant ask the people there to say that they had sold the revolvers to second defendant about four days ago.

The first defendant said he bought the revolver from a friend.

The second defendant said his master, who was a salt smuggler, had bought the revolver.

Fined $10 each, or three weeks' hard labour. The revolvers to be confiscated.

LARCENY.

Ho Sing, a coolie, admitted the charge of stealing a basket of vegetables, value fourteen cents, the property of a married woman, named Wong Kum Fung, on the 15th instant. He also admitted two previous convictions of

larceny. Sentenced to two months' hard labour.

EXPOSING UNWHOLESOME MEAT FOR SALE.

Cheung Fung, of 41, Shaukiwan, was summoned by Inspector Mackie, for exposing for sale a piece of pork unfit for human food on the 15th instant.

The complainant said he found the piece of pork on defendant's stall at Shaukiwan. It was in a diseased condition, and was covered with a cabbage leaf.

Chan Aon, a butcher, said that defendant wanted him to slaughter a small pig at his slaughter house. He went to see the animal and found it was a large one and was diseased and in a dying state. He refused to allow it to be slaughtered in his house. Witness's master had the monopoly for slaughtering at Shaukiwan.

Defendant admitted his responsibility and was fined $10, or three weeks' hard labour. The fine was paid.

RAILWAY CONNECTION OF BURMAH AND CHINA.

The *Times* of the 5th ult. says:—The annexation of Upper Burmah has given renewed importance to the questions which have long been mooted by Mr. Archibald R. Colquhoun and others concerning the commercial development of the Indo-Chinese Peninsula, and of the parts of China adjacent to it. Mr. Colquhoun has been indefatigable in his endeavours to direct public attention to the subject and to bring matters to a practical issue. He has been so far successful that an influential meeting was held yesterday under the auspices of the London Chamber of Commerce to consider the whole subject and to receive from Mr. Colquhoun a definite statement of his proposals. China, with its many millions of peaceful, thrifty, and industrious inhabitants, is very naturally regarded by European merchants as an inexhaustible reservoir of commerce to be tapped and drawn off through the channels which approach it across the Indo-Chinese Peninsula. France has already made advances towards this reservoir on the Eastern side through Tonquin, and England has followed suit by the annexation of Upper Burmah. But for practical purposes the inland trade of Western China is still for the most part inaccessible. The means of communication are insufficient for more than an insignificant fraction of it, and the cost of transport is prohibitive. In connexion with yesterday's meeting and with further discussions of the same kind Mr. Colquhoun and his colleague Mr. Holt Hallett have issued a very instructive and comprehensive document, entitled a "Report on the Railway Connexion of Burmah and China." This Report is described as "submitted to Her Majesty's Government and the British Chambers of Commerce," though it appears to be a volunteer and non-official document drawn up on the sole responsibility of its compilers. It is, however, none the less interesting on that account. Better qualified men for the task they have undertaken could hardly be found than Mr. Colquhoun and Mr. Holt Hallett. They have thoroughly studied the whole question so far as the accessible materials admit, and though their conclusions may be liable to correction and revision in the light of extended knowledge and more accurate survey, they are at least entitled to respectful consideration. The problem to be solved is one which vitally concerns the future of English commerce, and the fullest recognition is due to those who have contributed to its solution.

The main result of Messrs. Colquhoun and Hallett's inquiry, as stated by the former gentleman yesterday, is that the best route for a railway between Burmah and Western China is from Moulmein to Raheng, in the kingdom of Siam, across the mountain ranges which separate the Gulf of Martaban from the valley of the river Meh-Ping, from Raheng to Kiang Hsen in the valley of the river Mekong, and thence in a general northerly direction until Kiang Hung, at the foot of the Yunnan plateau, is reached. From Kiang Hung the line would climb the plateau towards Ssumao on the frontier between the Shan States and China, and if carried further—as it might be to Yunnan Fu, the capital of Yunnan, and onwards to the Yangtsze River—it would be constructed at the expense and under the supervision of the Chinese Government. A glance at the map of the Indo-Chinese Peninsula will show that this is by no means the most direct route between British Burmah and Western China. The valley of the Irrawaddy, at present the great channel of Burmese trade, is left out of account altogether, and Moulmein can only be reached by rail from Rangoon by a very circuitous route. In order to develop the internal trade of Upper Burmah and to connect it directly with that of India, Messrs. Colquhoun and Hallett propose, in addition, the construction of a railway across the Patkoi range, which separates the valley of the Brahmaputra from the tributaries of the Irrawaddy. The route suggested by them is "from Chittagong to Makum, thence across the Patkoi range, and through the Hookong Valley to join the railway lately proposed by Mr. Crosthwaite, Chief Commissioner of Burmah, from near Sagain, opposite Mandalay, up the Moo Valley to Mogoung, with a branch to Bhamo." There is much to be said for this projected system of railways, which would have the advantage of connecting India directly with Upper Burmah and avoiding the sea-transit from Calcutta to Rangoon. At Bhamo, however, this system of railways would stop. Bhamo is close to the Chinese frontier of Yunnan, and is the termination of the caravan route at present in use. But between Bhamo and the fertile regions of Western China the difficulties of railway construction are said to be practically insuperable. Mr. Colborne Baber, Chinese Secretary to the Peking Legation, reported in 1876 that "the valleys, or rather the abysses, of the Salween and Mekong must long remain insuperable difficulties, not to mention other obstacles. By piercing half-a-dozen Mont Cenis tunnels, and erecting a few Menai bridges, the road from Burmah to Yunnan Fu could doubtless be much improved." To this Messrs. Colquhoun and Hallett add that "if laid out with a gradient of 100ft. per mile, the line would be 957 miles long, the crow-line distance being only 360 miles." At first sight this seems decisive against a direct line of railway between Bhamo and Yunnan Fu, and Messrs. Colquhoun and Hallett pronounce with equal decision against the adoption of any other direct route between Upper Burmah and Yunnan. We can only say that if their judgment should be sustained after further inquiry and more accurate survey the result will be a great disappointment to all those who have looked to secure the command of the trade with Western China by the annexation of Upper Burmah. The route proposed by Messrs. Colquhoun and Hallett, from Moulmein to Raheng and thence *via* Kiang Hsen and Kiang Hung to Ssumao may be the best and most practicable in all the circumstances. But it must be observed that it runs for less than 80 miles in the territory of Burmah proper, that between Moulmein and Raheng it would have to climb a pass which rises to a height of 2,400 feet above the sea level, and that for the remainder of the distance between the British frontier of Burmah and the Chinese frontier of Yunnan—estimated at 628 miles—it would run for 383 miles within the territory of the kingdom of Siam, and for 245 miles further within that of the outlying Burmese Shan States. The Kingdom of Siam is not at present under the control, nor even under the exclusive influence, of the British Government. The Shan States, through which the proposed railway would pass, though nominally within the British sovereignty, have not even been surveyed, still less effectively occupied, and they are cut off from the occupied portions of the Burmese Shan States by lofty ranges of mountains. It is clear, then, that in order to preserve the control of the proposed line and its utility for the purposes of British commerce, it would be necessary for the British Government to exercise exclusive and undisputed influence over the policy of the kingdom of Siam, and to establish its effective authority over the outlying Shan States. This is obvious enough on general grounds, but it is placed beyond dispute by the fact that Messrs. Colquhoun and Hallett propose that though the Siamese Government is to construct the Siamese portion of the line, a guarantee of 4 per cent. on the outlay on the whole through line from Moulmein to Ssumao should be undertaken by the British Government.

Such is the project which is recommended by Messrs. Colquhoun and Hallett for the development of British trade with Western China. We wish it well, though we cannot affect to ignore the very serious difficulties which beset it. On some of these we have dwelt already, and it should be added that Messrs. Colquhoun and Hallett acknowledge, with commendable candour, that their own survey of the proposed route has not extended beyond Kiang Hsen, though they appeal to a French exploration conducted by M. Garnier in 1866-7 for information as to a portion of the tract lying between Kiang Hsen and Kiang Hung. It is obvious that a thorough and comprehensive survey of the districts to be traversed by the proposed railway is the indispensable preliminary to any further prosecution of Mr. Colquhoun's scheme, and it may, we think, be acknowledged that a good *prima facie* case has been established in favour of such a survey. But until such a survey has been undertaken and completed it is manifestly premature to discuss the question of the mode in which the proposed railway can be constructed. That some method of communication other than those at present available between Burmah and China is necessary to secure the advantages of a developed trade with China for British commerce is a proposition beyond dispute. It is hardly necessary to dwell on the abundant evidence collected by Messrs. Colquhoun and Hallett as to the almost inexhaustible commercial resources of the districts proposed to be opened up. It is also to be borne in mind that if British enterprise fails to secure these advantages promptly, it may be anticipated by French enterprise advancing from the opposite side of the Peninsula. It is true that an outlet by way of Tonquin would be handicapped by an addition of over 2,000 miles in the voyage to Europe, and nearly 3,000 miles in the voyage to India, as well as by the intricate navigation of the China seas. But those drawbacks would be insignificant in comparison with the exclusive command of a railway route to the interior, and therefore if England fails to secure the traffic it will fall sooner or later to France. As regards the guarantee by the British Government which is contemplated by Messrs. Colquhoun and Hallett, it seems to us that those gentlemen prove too much. If the trade to be secured is as valuable as they represent, it ought to be able to pay its own expenses. Whatever arguments are used to prove to the British Government that it runs no risk can be used with equal effect to prove to private capitalists that a reasonable profit is secure. The total cost of the whole line, including both the Siamese and British portions, is estimated by Messrs. Colquhoun and Hallett at £4,728,750, or say, in round numbers, £5,000,000. It strikes us that this is a perilously low estimate; but, however this may be, a guarantee at 4 per cent. on this outlay would amount to £200,000, and this is the sum for which the British Government is invited to make itself responsible in case the line should fail to realize the expectations of its promoters. Of this total of £200,000 a year as much as £90,000, in round numbers, would, according to Mr. Colquhoun's proposal, be guaranteed by the British Government on behalf of the Siamese Government on such security as the latter Government would be able to offer for the punctual discharge of its obligations. This is manifestly the weak point of the scheme; there is no precedent for such a guarantee, and, disguise the matter as we may, it is impossible to doubt that the proposed arrangement would inevitably lead to a constantly increasing measure of interference by the British Government in the internal affairs of the Kingdom of Siam.

COMMERCIAL INTELLIGENCE.

FRIDAY, 16th December.

EXCHANGE.

ON LONDON.—
- Telegraphic Transfer 3/1¼
- Bank Bills, on demand 3/1¼
- Bank Bills, at 30 days' sight 3/1¼
- Bank Bills, at 4 months' sight 3/2
- Credits, at 4 months' sight 3/2¼
- Documentary Bills, at 4 months' sight 3/2¼

ON PARIS.—
- Bank Bills, on demand 3.94
- Credits, at 4 months' sight 4.04

ON NEW YORK.—
- Bank Bills, on demand 76¼
- Credits, 60 days' sight 77¼

ON BOMBAY.—
- Telegraphic Transfer 221
- Bank, on demand 221¼

ON CALCUTTA.—
- Telegraphic Transfer 221
- Bank, on demand 221¼

ON SHANGHAI.—
- Bank, at sight 72¼
- Private, 30 days' sight 72¾

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—153 per cent. premium, sellers.

Union Insurance Society of Canton, Limited—$87½ per share.

China Traders' Insurance Company's Shares—$65 per share.

North China Insurance—Tls. 250 per share.

Yangtsze Insurance Association—Tls. 105 per share.

Chinese Insurance Company, Limited—$215 per share.

On Tai Insurance Company, Limited—Tls. 118 per share.

Canton Insurance Office, Limited—$75 per share.

Hongkong Fire Insurance Company's Shares—$387½ per share, buyers.

China Fire Insurance Company's Shares—$78 per share, sellers.

Straits Marine Insurance Company, Limited—$30 nom.

Straits Fire Insurance Company, Limited—$18.

Hongkong and Whampoa Dock Company's Shares—58 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$111 per cent. prem., sellers.

Indo-China Steam Navigation Co.'s Shares—10 per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$48 per share.

Hongkong Gas Company's Shares—$125 per share.

Hongkong Hotel Company's Shares—$105 per share.

China Sugar Refining Company, Limited—$140 per share, sellers.

Luzon Sugar Refining Company, Limited—$55 per share, nominal.

Hongkong Ice Company's Shares—$55 per share.

Hongkong and China Bakery Company, Limited—$110 per share.

Perak Tin Mining and Smelting Company—$10 per share.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$13½ per share, sales.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$45 per share, sales.

Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount, nom.

A. S. Watson & Co., Limited—65 per cent. premium.

Hongkong & Kowloon Wharf and Godown Co., Limited—34 per cent. prem.

Singapore Insurance Company, Limited—$18 per share.

Chinese Imperial Loan of 1884 B—7½ per cent. premium, nom.

Chinese Imperial Loan of 1884 C—8½ per cent. premium, nom.

Chinese Imperial Loan, 1886 E—9 per cent. premium, nom.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
December 16th.

Barometer—9 A.M.	30.22
Barometer—1 P.M.	30.17
Barometer—4 P.M.	—
Thermometer—9 A.M.	64
Thermometer—1 P.M.	68
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	56
Thermometer—1 P.M. (Wet bulb)	59
Thermometer—4 P.M. (Wet bulb)	—
Thermometer—Maximum	69
Thermometer—Minimum (over night)	59

METEOROLOGICAL REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.17	30.24	30.16
Temperature	60	66	66
Humidity	49	44	54
Direction of wind	E.	N.N.E.	E.
Force of wind	1	1	2
Weather	o.	o.	o.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 16th December, 1887.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via SUEZ CANAL	Ravenna (str.)	A. B. Daniell	......	P. & O. S. N. Co.	On 20th inst., at 4 P.M.
LONDON, via SUEZ CANAL	Priam (str.)	Butler	Hongkong	Butterfield & Swire	To-day.
LONDON AND HAMBURG	Monmouthshire (str.)	F. G. Cuming	......	Adamson, Bell & Co.	On 28th inst.
LONDON AND HAMBURG	Drot	Jas. Sorensen	Hongkong	Pustau & Co.	Quick despatch.
HAVRE AND HAMBURG, &c.	Frigga (str.)	F. Nagel	Hongkong	Siemssen & Co.	On 22nd inst., at 10 A.M.
HAVRE AND LONDON	Marianne	E. Vialla	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND LONDON	Blackadder	C. E. Hore	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
MARSEILLES via SAIGON, &c.	Melbourne (str.)	Lequerre	......	Messageries Maritimes	On 27th inst., at Noon.
VANCOUVER B.C. via KOBE, &c.	Parthia (str.)	Arnold	Hongkong	Adamson, Bell & Co.	On 23rd inst., at 3 P.M.
BREMEN & PORTS of CALL	Bayern (str.)	R. Sander	......	Melchers & Co.	On 26th inst., at 4 P.M.
GENOA via BOMBAY, &c.	Bormida (str.)	Dagnino	Hongkong	Carlowitz & Co.	On 24th inst.
SAN FRANCISCO via Y'HAMA	City of New York (str.)	......	Hongkong	P. M. S. S. Co.	On 29th inst., at 3 P.M.
SAN FRANCISCO via Y'HAMA	Gaelic (str.)	......	Hongkong	O. & O. S. S. Co.	On 20th inst., at 3 P.M.
SAN FRANCISCO	Alden Besse	O'Brien	Hongkong	Melchers & Co.	Quick despatch.
SAN FRANCISCO	Bandaniera	Ahrens	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	John M. Blaikie	Faulkner	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Rembrandt	Paine	Hongkong	Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Guy Mannering (str.)	Hall	Hongkong	Russell & Co.	On 3rd January.
PORT DARWIN, SYDNEY, &c.	Taiyuan (str.)	W. M. Dodd	Hongkong	Butterfield & Swire	To-day, at 4 P.M.
SOURABAYA, &c.	Celebes (str.)	Joon	Hongkong	Jardine, Matheson & Co.	On or about 20th inst.
BOMBAY via STRAITS	Venetia (str.)	......	Hongkong	P. & O. S. N. Co.	On 24th inst.
SINGAPORE, PENANG, &c.	Wingsang (str.)	d'A. de St. Croix	Hongkong	Jardine, Matheson & Co.	On 24th inst., at 3 P.M.
SINGAPORE AND LONDON	Benvenue (str.)	Thomson	Hongkong	Gibb, Livingston & Co.	On or about 16th inst.
NAGASAKI, KOBE, &c.	Soochow (str.)	J. B. Harris	Hongkong	Butterfield & Swire	To-day, at 4 P.M.
YOKOHAMA via NAGASAKI, &c.	Thibet (str.)	......	Hongkong	P. & O. S. N. Co.	On 22nd inst., Daylight.
SHANGHAI, KOBE, &c.	Djemnah (str.)	Vaquier	Hongkong	Messageries Maritimes	To-morrow, at 9 A.M.
SHANGHAI	Peking (str.)	G. Heuermann	Hongkong	Siemssen & Co.	To-morrow, at 2 P.M.
SHANGHAI	Kwongsang (str.)	Sellar	Hongkong	Jardine, Matheson & Co.	On 19th inst., at 4 P.M.
SHANGHAI via AMOY	Prometheus (str.)	Webster	Hongkong	Butterfield & Swire	On 21st inst.
SWATOW, AMOY, & FOOCHOW	Haitan (str.)	Ashton	Hongkong	Douglas Lapraik & Co.	To-morrow, Daylight.

CHINA COAST METEOROLOGICAL REGISTER.

16th December, 1887, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.78	14	—	NW	6	o	—
Nagasaki	30.18	—	—	NW	2	—	0.09
Shanghai	30.28	40	65	NW	3	o	—
Amoy	30.21	61	55	NE	5	o	—
Hongkong	30.17	60	49	E	1	o	—
Haiphong	30.18	73	65	—	0	o	—
Bolinao	29.92	83	—	W	3	b	—
Manila	29.93	77	93	ENE	1	cf	—

16th December, 1887, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.99	—	48	NNW	3	o	—
Nagasaki	30.27	—	—	W	1	—	—
Shanghai	30.33	59	73	—	0	bf	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.24	66	44	NNE	1	o	—
Haiphong	30.18	66	90	N	1	o	—
Bolinao	30.01	78	—	ENE	3	c	—
Manila	—	—	—	—	—	—	—

The Barometer has risen in the South and gradients are very moderate for N. winds. The weather is cloudy, cool, and moderately dry.

W. DOBERCK.
Hongkong Observatory, 16th December, 1887.

TO BE LET.

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, from the 1st January, at present in the occupation of Messrs. BUTTERFIELD & SWIRE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [42

TO LET.

ONE LARGE GODOWN at WANCHAI.

Apply to
E. D. SASSOON & Co.
Hongkong, 1st December, 1887. [2331

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.

Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1272

TO LET.

A COMMODIOUS GODOWN, Praya Central.
IMMEDIATE POSSESSION.

Apply to
HO TUNG,
JARDINE, MATHESON & Co.
Hongkong, 8th December, 1887. [2380

TO BE LET.

THE PREMISES
247/9 Queen's Road East.

Apply to
LINSTEAD & DAVIS.
Hongkong, 21st October, 1887. [2028

TO BE LET.

A FURNISHED HOUSE in thorough repair with TENNIS COURT.

Apply to
MR. WILLMOTT,
Hongkong Dispensary.
Hongkong, 23rd November, 1887. [2280

TO LET.

FROM 1st Proximo—HOUSE No. 1, "BALL'S COURT, Bonham Road.

Apply to
BELILIOS & Co.
Hongkong, 12th December, 1887. [2403

TO BE LET.
WITH IMMEDIATE POSSESSION.

SUITE OF ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & Co.

These Premises are well adapted for OFFICES or STORES.

BISNEE VILLA, POKFULUM.

GODOWN at BOWRINGTON.

Apply to
SHARP & Co.,
Estate Agents,
Marine House.
Hongkong, 12th December, 1887. [1430

NOTICE.

GEO. SMITH,

WINE MERCHANT, SHANGHAI.
AGENTS,
NORTON & Co.,
MARINE HOUSE, QUEEN'S ROAD.
Hongkong, 1st October, 1887. [1903

IF you want JAPANESE GOODS at Reasonable Prices
Go to CASSUMBHOY'S STORE,
BEACONSFIELD ARCADE.

A Large Assortment of New Satsuma and other Wares, Bronzes, Tea Services, Screens, &c. New and Second-hand FURNITURE at Lowest Prices. [23

RELIANCE MARINE INSURANCE OFFICE, "LIMITED."

INCORPORATED UNDER THE INDIAN COMPANIES' ACT OF 1882.

Limiting the Liability of the Shareholders to the amount of their Shares.

DATE OF FORMATION AS UNLIMITED PARTNERSHIP,
A. D. 1843.

CAPITAL, Rs. 20,00,000

In 10,000 Shares of Rs. 200. Rs. 30 per Share being paid up, viz.: Rs. 5 on Application and Rs. 25 on Allotment.

HEAD OFFICE OF THE COMPANY IN CALCUTTA.

CONSULTING COMMITTEE:—

E. S. GUBBAY, Esq., of Messrs. ELIAS S. GUBBAY & Co.

J. E. D. EZRA, Esq., of Messrs. E. D. J. EZRA & Co.

H. M. RUSTOMJEE, Esq.

ALEX. A. APCAR, Esq., of Messrs. APCAR & Co., (Chairman.)

H. S. HOWARD, Esq., of Messrs. DAVID SASSOON & Co.

GENERAL AGENTS:—
MESSRS. APCAR & Co., CALCUTTA.

PROSPECTUS AND APPLICATION FORMS FOR SHARES can be obtained from the Undersigned,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th November, 1887. [2240

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SOOCHOW,"

J. B. Harris, Commander, will be despatched as above TO-DAY, the 17th instant, at FOUR P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th December, 1887. [2427

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

W. M. Dodd, Commander, will be despatched as above TO-DAY, the 17th instant, at FOUR P.M.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th December, 1887. [2389

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain Butler, will be despatched as above TO-DAY, the 17th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th December, 1887. [2243

THE "BEN" LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

THE British Steamer

"BENVENUE,"

Captain Thomson, will be despatched as above on or about the 16th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th December, 1887. [2408

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"KWONGSANG,"

Captain Sellar, will be despatched as above on MONDAY, the 19th inst., at FOUR P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th December, 1887. [2438

NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

FOR SAIGON, SINGAPORE, BATAVIA, SAMARANG, AND SOURABAYA.

THE Company's Steamship

"CELEBES,"

Captain Joon, will be despatched as above on or about the 20th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 13th December, 1887. [2420

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI via AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"PROMETHEUS,"

Captain Webster, will be despatched as above on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th December, 1887. [2419

FOR SINGAPORE, HAVRE, AND HAMBURG, via SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"FRIGGA,"

Captain F. Nagel, will be despatched for the above Ports on THURSDAY, the 22nd inst., at TEN A.M.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 14th December, 1887. [2422

STEAM TO YOKOHAMA, via NAGASAKI, AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"THIBET,"

will leave for the above places on THURSDAY, the 22nd instant, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 9th December, 1887. [1

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG, AND BOMBAY,
having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

Captain Dagnino, will be despatched as above on SATURDAY, the 24th December.

At BOMBAY the Steamers are discharging in PRINCE'S DOCKS.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 12th December, 1887. [6

STEAM TO BOMBAY via STRAITS.

THE P. & O. S. N. Co.'s Steamship

"VENETIA,"

will leave for the above places on SATURDAY, the 24th instant.

E. L. WOODIN,
Superintendent.
Hongkong, 15th December, 1887. [2430

VESSELS ON THE BERTH.

FOR NEW YORK.

THE 3/3 L II British Ship

"JOHN M. BLAIKIE,"

Captain Faulkner, will load for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 7th November, 1887. 2158

FOR NEW YORK.

THE 3/3 L I I American Ship

"REMBRANDT,"

Paine, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 10th December, 1887. [2396

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; via THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 20th December, at THREE P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year months, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 3rd December, 1887. [4

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHIA,"

3,167 Tons Register, Arnold, Commander, will be despatched for VANCOUVER, B.C., via KOBE AND YOKOHAMA, on FRIDAY, the 23rd December, at THREE P.M.

To be followed by S. S. "ABYSSINIA," on 27th January, 1888, and S. S. "BATAVIA," on 28th February, 1888.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver	Mexican $160.00.
To Victoria and San Francisco	175.00.
To all Common Points in Canada and the United States	200.00.
To Liverpool	300.00.
To London	305.00.

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board till 4 P.M. on the 22nd December.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 26th November, 1887. [852

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "RAVENNA," Captain A. B. Daniell, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL on TUESDAY, the 20th December, at FOUR P.M.

Cargo will be received on board until 10 A.M. Parcels and Specie (Gold) at the Office until NOON, on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo, General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
Hongkong, 10th November, 1887. [1

VESSELS ON THE BERTH.

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Bark

"ALDENBESSE,"

Captain O'Brien, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.
Hongkong, 12th December, 1887. [2400

FOR SAN FRANCISCO.

THE 100 A. I. British Bark

"BANDANIERA,"

Ahrens, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 22nd October 1887. [2033

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON MONDAY, the 26th day of December, 1887, at FOUR P.M., the Company's Steamship "BAYERN," Captain R. Sander, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 24th Dec., 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 23th November, 1887. [57

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON TUESDAY, the 27th December, at NOON, the Company's Steamship "MELBOURNE," Commandant Lequerre, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 15th December, 1887. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY, THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF NEW YORK," will be despatched for San Francisco, viâ Yokohama, and Honolulu, on THURSDAY, the 29th December, at THREE P.M., taking Passengers and Freight for Japan the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities, of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 % from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN Agent.
Hongkong, 12th December, 1887. [3

FOR HAVRE AND LONDON.

THE A A I, British Bark

"BLACKADDER,"

C. E. Hore, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 23rd November, 1887. [2282

FOR LONDON AND HAMBURG.

THE 3/3 L 1 1 Norwegian bark

"DROT,"

Jas. Sorensen, Master, will load here for the above Ports, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 10th December, 1887. [2399

FOR HAVRE AND LONDON.

THE A I French Barque

"MARIANNE,"

E. Vialla, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 14th December, 1887. [2421

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AIRLIE, Brit. bk., Knight.—Master.
ATHOLL, Brit. str., Coulter.—Order.
BANDANEIRA, Brit. ship, Ahrens.—Russell & Co.
BLACKADDER, Brit. ship, Hore.—Turner & Co.
BYLGIA, Ger. bk., Weip.—Wieler & Co.
NORWAY, Nor. bk., Albertbsen.—Chinese.
PEKING, Brit. str., Heuermann.—Siemssen & Co.
REMBRANDT, Amr. ship, Paine.—Russell & Co.
SEA SWALLOW, Brit. bk., Maher.—Chinese.

MAILS EXPECTED.

THE AMERICAN MAILS.

The P. M. steamer *City of New York*, with the American mail of the 19th ultimo, left Yokohama on the 13th, and is due here on the 19th instant.

The O. & O. steamer *Belgic*, with the American mail of the 29th ultimo, left San Francisco on that date, and may be expected here on or about the 28th instant.

THE INDIAN MAIL.

The Indo-China steamer *Wingsang*, with the next Indian mail, left Calcutta on the morning of the 4th, and is due here on the 21st instant.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver on the 26th November, and is due here on the 25th December.

STEAMERS EXPECTED.

The N. G. I. steamer *Bormida* left Singapore on the 10th, and is due here on the 16th instant.

The O. S. S. Co.'s steamer *Prometheus* left Singapore on the afternoon of the 12th, and is due here on the 19th instant.

The Glen Line steamer *Glenorchy* leaves Singapore on the 17th, and is due here on the 23rd instant.

The P. & O. extra steamer *Zambesi* left Bombay at 5 p.m. on the 15th December, and is due here on the 3rd January.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Port Darwin, Sydney, and Melbourne.—Per *Taiyuan*, to-day, the 17th inst., at 3.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Haitan*, to-morrow, the 18th inst., at daylight.

For Shanghai.—Per *Djemnah*, to-morrow, the 18th inst., at 8.30 A.M.

For Shanghai.—Per *Peking*, to-morrow, the 18th inst., at 9.00 A.M.

For Saigon.—Per *China*, to-morrow, the 18th inst., at 9.00 A.M.

For Shanghai.—Per *Kwongsang*, on Monday, the 19th inst., at 3.30 P.M.

For Yokohama and San Francisco.—Per *Gaelic*, on Tuesday, the 20th inst., at 2.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Thibet*, on Wednesday, the 21st inst., at 5.00 P.M.

For Singapore.—Per *Frigga*, on Thursday, the 22nd instant, at 9.30 A.M.

For Straits and Calcutta.—Per *Wingsang*, on Saturday, the 24th inst., at 2.30 P.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Ravenna* will be despatched on TUESDAY, the 20th inst., with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Bayern* will be despatched on MONDAY, the 26th December, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c.

The hours observed in closing the Mails, &c. will be the same as in the case of the British Packet.

Correspondence should be marked *Per German Mail*, or with the name of the Packet.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Melbourne* will be despatched on TUESDAY, the 27th instant, with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAILS.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases.
10.30 A.M., Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

POSTAL NOTES.

1.—Postal Notes of the values named below payable within three months at any Post Office in the United Kingdom, or at Constantinople, can be obtained at Hongkong or at any British Post Office in China (except Hoihow and Tientsin) at the following prices, which include Commission:—

1/—	33 cents.
1/6	50 „
5/—	$1.65 „
10/—	$3.30 „
20/—	$6.60 „

All money orders on the United Kingdom for even sums not exceeding £5 applied for at Hongkong or Shanghai will be issued by means of these Notes.

2.—The purchaser of any Postal Note must fill in the Payee's name before parting with it. He *may* also fill in the name of the Office where payment is to be made. If this is not done the note is payable (within three months) anywhere in the United Kingdom, or at Constantinople. Any Postal Note may be crossed to a Bank.

3.—Postal Notes should always be forwarded in Registered Covers. If this precaution is not taken NO ENQUIRIES WHATEVER will be made as to the loss or alleged loss of any Note.

4.—Postal Notes issued in the United Kingdom are not payable in Hongkong or China.

HERR PAULUS: HIS RISE, HIS GREATNESS, AND HIS FALL.

BY WALTER BESANT,

AUTHOR OF "ALL SORTS AND CONDITIONS OF MEN," &c., &c.

BOOK THE SECOND.

CHAPTER VI.

BEAUMONT STREET, MARYLEBONE.

If you walk up that street, now well nigh forgotten by the fashionable world, called the Marylebone High-st, just after you pass the old Parish Church, and before you come to the stately new church of St. Marylebone, you will come upon a small row of little houses running eastward. A street called Beaumont-street begins here, but long before there was any Beaumont-street these houses were erected. They are two storied houses, and painted drab, and always look as if they had been "done up" last summer, and their shutters—they still have shutters—are green. If you keep one eye upon the old Parish Church, and another upon these houses, they are quite in place, and harmonise perfectly. If you think of the great new church, and of the opposite houses, they are incongruous. The little old Parish Church is just exactly now as it was when Hogarth painted the service in it, save that they have cruelly removed the old three decker—indeed, I know not where to look for the three-decker now, nearer than Whitby. There used to be one at Lyme Regis, but I hear that it has been removed. If you go to this church on a Sunday morning, and shut your eyes to the congregation, which, somehow, seems to consist chiefly of gentlemen's gentlemen, and of ladies' ladies, you may fancy yourself back in the days of wigs and commodes, of purple satin coats and hoops. Moreover, if you contemplate this little row of houses steadily, you are presently enabled to remove all the houses and streets opposite to them, and to restore in their place the dear old Marylebone Gardens, beloved of Pepys, frequented by Captain MacHeath, by the roystering blades of London Town, by the sparks from the Temple and Gray's Inn, by grave citizens who brought their wives and daughters for an evening of innocent amusement, and by riotous young noblemen who came with Cynthia and Chloe. At the back of the church was the workhouse, whither, in due course, Cynthia and Chloe retreated, a good deal battered by the Joyous Life; and south of the workhouse lay the great burying ground, oldest of the London cemeteries, which is now a garden. Cynthia and Chloe both lie buried here without any tombstones. Oh! the tales that these houses could tell—the nights they remember, when the horns resounded in the gardens, and when the men sang at their suppers, and Kitty, and Jenny, and Polly pranced around with their gallants, and the highwaymen swaggered within, and the footpad lurked without, and the gamester and the pluck-pigeon prowled about in search of their prey. But their *historiettes* would be more amusing than edifying.

The gardens are long since shut up and built over, like Cupid's Gardens, and Ranelagh, and Vauxhall, and Cremorne, for there is to be no more innocent happiness allowed to anybody, on account of the serpent who gets into all the gardens and tempts the young folk with that apple. Streets cover up these gardens, as they cover up the great Queen Anne Square which lay beyond; the turnpike at the end of High-street is gone, and there is not a single remnant of fashion left from end to end. Yet if a man wanted a quiet corner, unfrequented and unknown, there is no more likely spot for him in all London than this little bit of Beaumont-street, Marylebone High-street.

One afternoon there walked slowly across the churchyard from the Euston-road to the High-street, a young gentleman dressed in a most beautiful and expensive fur-lined coat. His hat was new and glossy; his gloves and boots were good, and he carried a new and very slim umbrella; a young gentleman clearly of fashion and fortune, if outward seeming be worth anything.

The old woman opened the door for him in one of the little old houses, let him in without question, and he entered the front room on the ground floor without being announced. Clearly, therefore, *ami de famille*, or perhaps a son of the family. There was sitting by the fire in a low chair, his feet upon a cushion, a man well stricken in years. He was asleep when the door opened, but woke with a start and sat upright, clutching the arms of the chair. "Paul!" he cried. "I thought you would come to-day. I felt you coming."

He was certainly enjoying a green old age; his shoulders were rounded, his beard and his abundant hair were both long and white and venerable; his limbs were thin and looked as if they would tremble under him if he stood upright; but his eyes were strong and clear; there was no senility in those eyes; and his face, once awake, was full of life, and interest in life. Some of us, the happiest among us, die upwards, slowly; others, more unhappy, die downwards from the top to the trunk. This old man was dying upwards.

"Paul, it is a month since you left us. How have you fared? Sit down, you have much to tell. Sit down and begin."

There was something in his voice and way of speaking which resembled the manner of the younger man; a winning smile; a soft voice; a gentle tone; a sympathetic and earnest look in the eyes. Had the younger man caught his manner from the older and improved it after capture?

Paul removed his coat and sat down.

"First, then, he said, "I found it easier to succeed than I thought. My success has been wonderful. Now I will tell you all about it."

We know how he had succeeded, and can therefore omit his narrative, though there were many points in it omitted in our own. History is nothing but careful selection, and were all the truth told there would be nothing dramatic and nothing interesting.

"For a beginning, Paul," said the old man, "you have done well. Nay, my boy, you have shown genius. But how will you keep it up?"

"By genius again. At present I have only just begun. Oh! It will be the most splendid thing out. And it is all simple, so simple, so wonderfully simple."

"Simple, indeed—to you. But there is no one in the whole world who has your powers, Paul."

"The Idiots! The clumsy Idiots! Why, more miracles have been performed in that one house during the last month than by the whole of the Spiritualists since the rappings first begun, with the Esoteric Buddhists thrown in! The Idiots! And they go on practising their tricks and little crafty cheats, and people go on believing in them."

"Good, lad, good." The old man gently rubbed his hands. "This is the right spirit—contempt for the inferior practitioner. You have your powers; he has his tricks. You have your secrets; he has his machinery. Yes, you can drive him out of the field. And after that?"

"I shall found a new system of Philosophy." Paul went on, with enthusiasm. "I shall become the Leader of a great school. I call it the Ancient Way. I have a Sacred Book—I am writing it now—it is the book of the Secret Wisdom of King Solomon, taken to Abyssinia by his son Menelek."

"Very good. Abyssinia is good. Thibet is played out. Abyssinia is very good."

"We shall have a College and chosen Disciples. Only there will be the Illuminati, who have powers corresponding to my own. There will be degrees—from the Initiate to the Adept. Oh! I see it before me clearly. And when this College is established, and my name is made for ever—and I am in the midst of my power—I shall vanish suddenly and be no more heard of, and so be a problem for all ages."

"Ye-yes." The old man received the conclusion of this programme somewhat doubtfully. "Ye-yes, Paul. The College and this School of Philosophers are very good ideas, because, you would be the Head of the College, and they must pay their Head. But it would be hard work—very hard work—keeping it up. And if you were to vanish, my dear boy, how about the dollars?"

The young man's face, which had been glowing, fell, and he changed colour.

"The dollars—Oh! the dollars!—it is the curse of being an American, that one is never permitted to think of anything but dollars."

"You are young, lad; you are young. When you are old you will think as I think. There is nothing but dollars worth considering. Where is your independence if you have got no dollars? What is your glory worth? What will you do in your old age if you have no dollars? I have got few enough, because, like you, when I was young and foolish, I wasted myself in idle display of powers to make the world open its mouth and gape. It is glorious, my son. Your scheme is splendid, and the secret history, if it were ever revealed, would be more glorious to you than the belief of your disciples and the foundation of a Sect. But you are young. A few years—perhaps a single year—will do all that you wish to do here; and then—you have a long life before you. There is nothing that you can do to make your living. How will you live?"

"Like the sparrows."

"On crumbs and worms. Will you like it?"

"Well then —— I will keep on the College. I will attract students by hundreds. I will take all their fees to myself and build up a great fortune."

"Now you talk sense, Paul. Better still—go over to America and found a Sister College. If you want to make a very large fortune give out that the younger sister is going to surpass the Elder, by reason of the enormously superior intellect of the Americans. There are plenty of credulous people in both countries, my boy—here they call them mugs or juggins. But there are more mugs in the States than in England."

"I do not like the use of slang," said Paul, coldly.

"No? Let us not speak of mugs, then. There are more Enquirers in the States than in Great Britain. Will that do?"

"Besides there is another reason why I think I could make money—only sometimes," he said, apologetically, "one gets carried away. There is a girl——"

"Paul! Paul!" The old man sat upright, holding tight to the arms of his chair and speaking earnestly. "I have warned you again and again. Your Power depends upon your keeping brain clear and heart cold. If you suffer your brain to be filled with the thoughts of a woman; if your heart beats at the sight of a woman; if you fall in love, you are lost. You can only work that Power so long as you remain unmoved by any woman. It was a woman who destroyed Samson. A woman will destroy you. Let all the women love you; pretend to love them in return: but never, never let your imagination dwell upon one of them. Take care, take care."

"This is not a common girl. And I am not talking of love at all"—yet he blushed—"This is a girl whom I have discovered—one girl of a thousand. She is to other girls what I am to other men. She *has the Power*, daddy. Yes; she has the Power: she does not know it, though she knows that I can at any moment take her out of herself. She has the Power in a wonderful measure. Oh; if you had had the luck, the special luck, to have fallen in with such a girl a long time ago, you would not have been contented with advising New York merchants and consulting spirits about the price of stocks. You would have gone for higher game. There is no better clairvoyante in the world, I am certain, although she suspects nothing of her powers. She is the daughter of a low class medium, three-fourths humbug, one-fourth sensitive, and she hates the thing because she has long since found out her mother's tricks. But in my hands——" he paused and sighed.

"Is she young, Paul? Is she young and beautiful?"

"She is young and beautiful. In better dress she would be—yes—she would be the most beautiful girl you ever saw. She believes in me, too. Perhaps, perhaps,"—he blushed again—"perhaps she loves me. I do not know. You never had such a woman in your hands, I guess."

"Perhaps not. Perhaps I have. Well, and how is the girl to help in the College?"

"You ask me such a question! What are the things which would most attract the people? The Manifestations. Only a sensitive like you—and your pupil and my pupil—could manage these—to call it management. Then think of Clairvoyance—I know what that girl can do. I have experimented upon her with nobody looking on. And there is Thought Reading. I could teach her how to read thought—I am certain I could—better than I can do it myself. And there is Prophecy. There is a clear field for you. I don't mean spotting the winner, but high class Prophecy, which has never yet been attempted. I am quite sure that anyone who knows all the facts, that is, more than the enquirer knows, can predict what is going to happen. There is Telepathy. That is a new subject which requires to be developed. There is plain and simple Mesmerism, with mesmeric healing and mesmeric anæsthetics. Can you ask what such a girl could do for the College? Why, her example alone would create a crowd of clairvoyantes."

"Paul, you are indeed a genius."

"There are plenty of girls like her, though not so wonderful. There is Cicely Langston, for instance."

"Who is she?"

"She is the blind girl. I have as much influence over her as I have over Hetty."

His voice dropped a little as he pronounced the name of the girl. This was a bad symptom, properly understood.

"Does she, too, believe in you? Is she, too, in love with you, Paul?"

"Love? No, I think not. She believes in me and she trusts me. Now, Daddy, be sympathetic. You used to be sympathetic enough in the old New York days."

"Yes, because I had a pupil who promised wonderfully well, and only wanted encouragement. I gave him that, and all the help I could. And now, I am happy to say, there's not a man in the world can show a candle to him; not a man in the world who's got a greater influence over people, or who's more highly sensitized."

"There isn't, daddy," said Paul. "Thanks to you there isn't one." He laid his hand affectionately on the old man's arm.

"But don't forget the dollars, Paul. Remember the people are longing to pay over their dollars to some one—any one who can make them laugh or cry, or frighten them."

"I believe that is so," said Paul, thoughtfully.

"Of course it is. They make their money only to give it away, in exchange for pictures, or statues, or to buy laughter, tears, terror, comfort, and hope. We find these things for them. Paul, my boy. I have taught you how to do it. Catch their eyes and their minds, and hold them tight. Hold them with a Grip. The man who has got the quality of Grip is the successful man whether he is actor, or novelist, or dramatist, or conjuror, or whether he knows the secrets of the occult philosophy. Grip is the thing—Grip."

"You are always right, Daddy."

"Hold them with a Grip and don't let go till the dollars are all raked in."

"Well, Daddy, but let me have my little play first."

"No, boy, no; don't waste time."

"Think of the splendid position, the College of the Ancient Way, the Book of Wisdom, the troops of Illuminati, and the Adepts, and the Clairvoyants."

"If you only stick to it, Paul. But you won't. I am afraid you will want to play a deeper game."

"And then think, only think—of disappearing suddenly, leaving not a trace behind except, perhaps, a postal address to Abyssinia!"

"Yes, Paul, if you could afford it. But you can't. Besides, there is another danger."

"Oh! I know; have no fear, Daddy."

"It is a terrible danger for so young a man. Your Power, I tell you again, is like the strength of Samson, and when you fall in love with a woman you will lose it. Samson's is a very instructive history for you, Paul. Keep your heart free and cold and your brain clear. Else you will lose your power as Samson lost his strength."

"Never fear, Daddy. I love my power too well; whether I disappear or whether I stay on, I shall keep that, even if I have to turn my thoughts and my eyes from the contemplation of beauty. Any way, my College would be better than telling New York operators when to buy and sell. Fancy wasting such a beautiful gift on bulls and bears!"

They talked all the afternoon—the master and the scholar, who had long gone beyond anything the master could teach him—and soared upwards in flights far beyond the old man's powers of imagination. Yet the master had his points.

They talked of many things: but one thing they avoided. Two of a trade always agree to avoid one subject. It is that side of their business which they do not present to the world. Outsiders may talk, generally, and with an affectation of knowing them, of the secrets of a trade: those who are actually engaged in any trade avoid the subject: they know that secrets may be called by another and a much more ugly word. So many trades, so many secrets. So many secrets—so many—no—let them remain secrets. Thus shall every craft have the power of reforming itself, and of becoming honest to the smallest detail. Those who are in the line of Spiritualism, Theosophy, Occult Philosophy, and the like, have, like drapers, grocers, and the whole tribe of trade, their trade secrets. Even those who dwell upon the highest Planes and possess Powers to which the general practitioners only pretend, avoid speaking with another of the machinery, so to speak, by which those Powers are illustrated. A certain amount of stage management, in fact, is absolutely necessary before the higher flights of creative genius can be attempted. In all Art, of any kind, there must be grouping.

At last Paul got up.

"I must go, Daddy," he said. "I shall come to see you again before long, now that things are going on so well."

"Do, Paul, do. By the way, I've a letter here from a man called Medlock. He says you know him."

"There was a man of that name went about with Kate Flight, the medium. He was her secretary or clerk. What does he want?"

"Lusin ss. He is over here. Says he could run you—he doesn't know where you are—on advantageous terms next winter."

"We'll see. Medlock—Haynes Medlock it was—I wonder if he is Hetty's father, who ran away. Medlock!" Paul started. "Daddy, find out all you can about the man and tell me when he comes."

"I will, Paul."

"Don't forget, Daddy. It may be most useful to me to know all about the man. Do you think you will be able to walk soon?"

"I could walk now, but this cursed east wind keeps me at home."

"Do you think you could make just one little expedition for my sake?"

"What is it?"

"I have often thought that if the learned Abyssinian, the Falasha, Isak Ibn Menelek, he who possesses Solomon's Book of Wisdom, and is the chief prophet of the Ancient Way, would come to the study some morning and present the Book in person, it might have a good effect."

The old gentleman laughed merrily.

"Your hair and beard are beautiful. Your eyes are as keen and bright as any philosopher could desire. I would provide a robe, and as for the Book, it is nearly ready. It is in parchment—a Roll, you know—venerable with age, but written in modern English, because all languages are alike to us."

"I will come, Paul, if you will arrange for me to come and go unseen."

"That will be very easy. You can keep the cab waiting close to the house, and—Oh! yes, it can be easily arranged."

"Then it shall be done. Have your fling, my dear boy, and found your College. But for making the dollars we shall have to establish that other Institution which is to surpass and outstrip her English sister, because of the enormous intellectual superiority of the American people. Next to Grip, Paul, comes the Spread Eagle."

CHAPTER VII.

THE INSTRUCTION OF THE VESTAL.

"Herr Paulus."

Sibyl stood at the open door of the study. It was after lunch. Paul was sitting beside the fire in the easiest of chairs, one especially made for Mr. Cyrus Brudenel when that student should come here in order to read his great books on the Supernatural. On the floor there lay an open novel which had fallen from his hands. The youthful Sage was asleep. Thus slept Endymion. I do not know whether this comparison occurred to Sibyl's mind, but I think that even she—the scornful and the hostile—must have been moved to admiration at the wonderful beauty of this young man as he lay back, the long hair rolling off his forehead and his eyes closed.

"Herr Paulus," she repeated.

"Miss Brudenel!" He awoke with a start and sprang to his feet. "You here? I was—"

"Please do not take the trouble to explain that your Astral body was in Abyssinia or Thibet, Herr Paulus."

"I will not," he replied, now broad awake. "I was only going to explain that the fire was warm and the atmosphere of this collection of venerable rubbish was drowsy, and the novel I was reading was dull—and so I fell asleep."

"I have come in obedience to my father, Herr Paulus. He is continually urging me to receive instruction from you in something wonderful. I believe you are teaching it to him, but at present nothing seems to have settled in his mind. Would it be convenient for you to begin this afternoon?"

"All my time is at your disposal," he replied. "Pray take a chair. I can only teach, however, those who are willing to learn."

"Did I not explain that I come in obedience to my father? That shows, I suppose, willingness."

"Not at all. You are not only unwilling, but you are hostile."

Sibyl was more than unconquered. She was unconquerable. The others had all, as we know, been subdued. Even Tom had so far yielded to Paul's influence as to laugh and talk with him while he professed to be watching him, and to call him by the Anglican form of his name. Sibyl alone never relaxed from her attitude of open enmity.

"Miss Brudenel," Paul went on, "there is nothing. I assure you, that I can teach you. It is perfectly useless for you to take the trouble of staying here."

"Of course I know that. But, just to please my father, let me pretend that you are trying to teach me things. You may tell me about your Friends and all the wonderful things they pretend to do. Pray go on, I am listening."

"No," said Paul, "it is impossible. I can only talk in that way with those who are in sympathy with me and with them. You are not. You openly deride them, and you do not attempt to hide the hatred you nourish towards myself. Do you not understand that your proposition is insulting? But you do not mind that, perhaps. Your whole attitude since I have been here proves so much."

"I do not wish to insult anyone, Herr Paulus. I am here in obedience to my father. I cannot help it if I am out of sympathy with you."

"You might have become one of us. There was a moment, about a month ago, when I fancied that your heart was softening, but it passed away, and now I shall make no further attempt to dispel your prejudice. I must endure it."

"That will cost you very little trouble. Meantime, if you refuse to instruct me, what am I to do? I have promised my father to sit at your feet and listen. I must do that even if you teach me nothing."

"We might talk about other things, perhaps."

"I do not know any other things which I wish to discuss with you," Sibyl replied, sharply.

"Shall we, then, sit in silence?"

"Yes. That will be much better. Don't speak to me at all."

Paul sat down again in his easy chair, while Sibyl sat opposite, her hands folded in her lap; and for a space neither spoke.

So far Sibyl had certainly the worst of the conversation, for her opponent showed not the least sign of ruffled temper, and even looked as if he thoroughly enjoyed the conditions of the lesson and was quite happy and at his ease. Nothing is more irritating than to be cross with a person who keeps his temper.

Naturally, it was the woman who first broke the silence.

"How long," she asked, looking at the clock, "should the first lesson last?"

"As long as you please."

"Then let it finish now. Herr Paulus,"—she changed her manner instantly. "Never mind me and my—my distrust; but tell me what it is you have done to my father."

"You have observed a change?"

"It is so great a change that I want you to tell me what you have said or done. I have asked him, but he does not seem able to speak coherently about it. He is much happier; he has lost his restless manner; he seems, for the first time, satisfied and contented. What have you done to him?"

"We talk here of things which you do not understand. They are foolishness and pretence to you. But they lift up the soul for us."

Sibyl made no direct reply. Always this man's explanations put her in the wrong, and made her feel humble for the moment and angry afterwards—else angry first and then humble.

"Is it all, then, to end in vague talk which lifts the soul?" she asked.

"I do not say so."

"You came with a Message. You said so. You have done all kinds of wonderful things to show that you were a properly accredited person. You talked of conversing with people far off, and with the dead; of making youth and age, life and death, only phrases."

"It is true. I said all this and more."

"But everything is as far off as ever. You are only like the medium who brings messages from the dead which tell nobody anything."

"What does your father say?"

"He says—" Sibyl hesitated because she saw another trap. "He says that he spends his mornings in Abyssinia or somewhere."

"I suppose you can trust your father's word? So you see things are not after all so far off as they were, except to yourself."

"I can trust my father's word, and yet—yet—oh! it is nonsense. How can he go to Abyssinia?"

"Why does he say that he goes there, then?"

"Herr Paulus"—Sibyl looked him straight in the face with a spot of crimson in either cheek—"Herr Paulus, I think you deceive him in some way."

Paul smiled gravely and compassionately, as one smiles at an outburst from a wayward child.

"It is as well to say a thing as to think it. Of course, I have known all along what you think. So be it. Let it be. I deceive your father. Yet I make him happier, less restless and more confident. He has abandoned his old gods; he has destroyed his idols, and will consult the spirits no more."

"Yes, that is true; we shall have no more *séances* here. And oh! Herr Paulus, if it is quite true that you want nothing for yourself, be content with what you have done, and go away. I implore you to go away while my father's mind is relieved of one superstition."

"You would add—'before he falls into another.' Miss Brudenel, you have spoken too late. That is, it is impossible for me to obey you. Things must develope—nothing ever stops still—he must follow in the path we have entered. But do not be afraid. For your father and for this house all will be pure gain, as you will find and acknowledge—even you."

"Never!"

"Meantime, is there anything that I can do for you?"

"You may cease to fill Cicely's head with hopes of her brother's return."

"That, too, is impossible. Her brother may return any day. His ship is not far from port. Sir Percival thinks that he has cut himself off from his family altogether, and we must go to find him if he will not come here. You may, if you please, come with us."

"Oh! Still mystery and pretence. Then, will you leave off mesmerising Hetty?"

"No, I will not." Paul put his foot down firmly. "Hetty has a gift that must be most carefully developed. Do not ask me, Miss Brudenel, to interfere with what concerns my Teaching."

"You will stay here, then?"

"Until Lady Augusta orders me to go."

"Then you will stay here for ever."

"Perhaps. I know not."

Sibyl looked round the room filled with the books of her father's priceless collection.

"Oh!" she said, "when shall we get out of this hateful atmosphere of mystery? If you know," she pointed to the shelves, "how I hate the awful rubbish that is here!"

"It is pretty bad," Paul replied, blandly. "In fact, there is nowhere a better collection of venerable rubbish than your father's."

"And yet you encourage him with your Solomon's Book of Wisdom and your story about Prince Menelek, and Izak the Falasha. How can you talk such stuff?"

"It is sad stuff to you, is it not? I am sorry. On the day when it ceases to seem sad stuff you will become sympathetic. But that day will never come."

"No, never."

"As for us, we find it full of comfort and wisdom and knowledge and power."

"I cannot believe it. No, Herr Paulus, you are either a person of wonderful credulity, or you are—"

"Let me finish your sentence."

"No—let it remain unfinished. As for me, I am persuaded that nothing can ever come of looking beyond the Veil. There will be no new Revelation. The gulf between the living and the dead will never be bridged except by death. No voices will ever again come to us from the other side. Until we die ourselves we shall never know more than we know already."

"That is your creed. Let us possess our own. I shall not try to convert you by any arguments. I leave you to the care of—Science."

Sibyl coloured. Yet his eyes seemed to have no second meaning.

"Of Science?" she asked.

"Yours is the creed of Science. She is constantly discovering the most wonderful things, and will not allow us to discover anything. Science holds conversation thousands of miles apart by means of the little wire. We do the same thing in a simpler manner without a wire."

"So you say, Herr Paulus."

"And you do not believe me. Very good. You think that nothing will change your attitude?"

"Nothing."

"Nothing will change your hostility to myself?"

"Nothing, unless it might be your departure."

"Miss Brudenel, sometimes, when I know all the circumstances of a case, I permit myself to prophesy. Let me be a prophet in your case."

"If you please."

"The time will come—it will come very soon—when your hostility will cease altogether, and be changed into gratitude and friendship."

"Oh!"

"Yes, gratitude, certainly. Because you will associate my name with the removal of certain obstacles of which you know."

"What do you mean?" Again Sibyl blushed.

"And the adjustment of certain coming troubles of which as yet you know nothing."

"Such a prophecy means nothing."

"You shall see. Even then you will not believe. Now, Miss Brudenel, your first lesson has come to an end. I have taught you nothing; but I have ventured on a little prophecy which I beg of you most earnestly to remember when the time comes. You will then acknowledge that I must have known, when I uttered that prophecy, what had already happened and what was going to happen."

When Sibyl left him, Paul sat down again by the fire and continued to read his novel till five o'clock. Then he went in search of tea and the accompaniment of feminine talk, which he loved, with warmth and ease and the flattery of his disciples. How little do we want to make us happy!

(To be continued.)

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THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [21

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy, Navy Boiled, Long-Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [20

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [2436

A FONG, PHOTOGRAPHER

Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [52

BUSINESS ANNOUNCEMENTS.

THE GREATEST BLESSING

Of life is a perfect state of health. To secure this undeniable boon use LAMPLOUGH'S PYRETIC SALINE. It strikes at the root of disease, improving Digestion by clearing away obstructions from the Stomach, Liver, Kidneys, and Bowels, and at the same time renovating the Blood, eradicating poisonous and feverish humours. See large Advt. [2446

"FOR THE BLOOD IS THE LIFE."

CLARKE'S WORLD-FAMED BLOOD MIXTURE.

THE GREAT BLOOD PURIFIER AND RESTORER, LARGEST SALE OF ANY MEDICINE IN THE WORLD.

OVERWHELMING TESTIMONY ACCOMPANIES EVERY BOTTLE, PROVING THIS TO BE THE GREATEST MEDICINE EVER DISCOVERED.

For cleansing and clearing the blood from all impurities, it cannot be too highly recommended.

For Scrofula, Scurvy, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores.
Cures Ulcerated Sores on the Neck.
Cures Ulcerated Sore Legs.
Cures Blackheads, or Pimples on the Face.
Cures Scurvy Sores.
Cures Cancerous Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure matter.
From whatever cause arising.

As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.

Sold in Bottles 2s. 9d. each, and in cases, containing six times the quantity, 11s. each—sufficient to effect a permanent cure in the great majority of long standing cases. BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England.

(TRADE MARK—"BLOOD MIXTURE.")

ONE BOX OF CLARKE'S B41 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel, and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England. [2447

LIEBIG COMPANY'S EXTRACT OF MEAT. FOR IMPROVED AND ECONOMIC COOKERY.

Invaluable for India, as an efficient tonic in all cases of weakness. Keeps good in the hottest climates and for any length of time.

LIEBIG COMPANY'S EXTRACT OF MEAT.

Finest and Cheapest Meat Flavouring Stock for Soups, Made Dishes and Sauces.

Genuine only with the fac-simile of Baron Liebig's Signature in Blue Ink across Label.

LIEBIG COMPANY'S EXTRACT OF MEAT.

To be had of all Storekeepers and Dealers throughout India.

Cookery books post free on application to the Company.

LIEBIG'S EXTRACT OF MEAT CO., LD.

9, FENCHURCH AVENUE, LONDON, ENGLAND. [1149

HOP SHE SHOWED SIGNS OF DEATH. BITTERS.

"52, Storks-road, S.E., June 2, 1887. "To the Hop Bitters Co. (Ld.) 41, Farringdon-road, "I have much pleasure in testifying to the exceedingly great value of your Bitters. My grandmother, who is now 78 years old, was taken very ill with a severe cold, which settled in her back, affecting the kidneys. I had medical aid, but the medicine made her worse instead of better; and the doctor who attended her said she would only last a few hours. I must admit that I believe what he said was true, and she evidently showed signs of death. But we gave her doses of Hop Bitters at stated times, which acted with good results. It is now two months since this happened, and I am thankful to say that she has recovered so much as to be able to go out, and looks better than she did before she was taken ill.

"You can make what use you like of this letter, as I feel convinced that had she not had the Bitters, I should be sorrowing over her loss.—Yours faithfully,

(Sd.) "R. K. HAMILTON."

HOP BITTERS for the LIVER, KIDNEYS, and BLOOD are unapproached by any other form of medicine. It is no vile drugged nostrum, but we guarantee it to be pure and wholesome, and compounded from the finest hops, together with other medicinal leaves and tinctures, on scientific principles. Only try a bottle to-day; or if you have a sick friend, or know some poor person in need of a nourishing tonic and wholesome medicine, go tell them, or give them a bottle of genuine Hop Bitters—it may be the happiest act of your life.

NOTICE. NOTICE. NOTICE.

HOP BITTERS. Cannot be genuine Unless our name and Address is at the foot Of every Label.

THE HOP BITTERS COMPANY (LIMITED) 41, FARRINGDON ROAD, LONDON, E.C.

BEWARE OF FRAUDS. [1693

ATKINSON'S ENGLISH PERFUMERY,

renowned for nearly a century, surpasses all others for its lasting and natural fragrance.

THREE GOLD MEDALS—PARIS, 1878, CALCUTTA, 1884, for preeminent excellence of quality.

GOLD MEDAL BOUQUET.

ESS. BOUQUET | WOOD VIOLET
TREVOL | CHYPRE

and other well-known Perfumes are unequalled for their delightful and lasting odour.

ATKINSON'S EAU DE TOILETTE DE LONDRES.

Unsurpassed for refreshing and softening the skin, and an exceedingly choice Perfume for the Handkerchief. An entirely new article prepared exclusively by the Inventors.

Of all Dealers, and of the Manufacturers—J. & E. ATKINSON, 24, OLD BOND STREET, LONDON.

Trade Mark—A "White Rose" on a "Golden Lyre" [43—65

PHOTOGRAPHY.

H. UYENO, JAPANESE PHOTOGRAPHER, well known in Nagasaki, will OPEN a STUDIO, on THURSDAY, the 1st December, 1887.

TOP OF ICE HOUSE, QUEEN'S ROAD.

Hongkong, 25th November, 1887. [2291

CUTLER, PALMER & Co.

ESTABLISHED IN 1815,

OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Are represented in China by

Messrs. JARDINE, MATHESON & Co. ....*
" SIEMSSEN & Co. ....*
" LANE, CRAWFORD & Co. & by ....*
" H. E. REYNELL & Co. in Japan ....*

Subjoined are some of the items consigned by these well-known Shippers

SPIRITS.

COGNAC—The popular "4 Star" quality and best.—No better shipped.

COGNAC—The well-known "2 Star" quality.

SCOTCH WHISKY.

The "CARLTON"—11 years old.

The "Heart Shaped Bottle."

The "Square Bottle."

Are C. P. & Co's selected Whiskies of perfect quality, each is well matured and free from Fusel oil.

The "GLENLIVET" in round bottles is popular and good.

IRISH WHISKY.

Only one quality consigned, the best.

PORT—"INVALIDS."

Invalids in particular are recommended to select this Wine, it is really an INVALID'S PORT.

SHERRY.

For Connoisseurs the following have their own distinctive merits—

The "INVALIDS" pale, delicate, fine flavor.

"AMOROSO," a Stouter Wine, very popular.

"MANZANILLA," a clean dry appetising Wine.

"SHERRY—WHITE SEAL," a special favorite in China.

CLARET.

Perfectly pure Bordeaux, not loaded to please vitiated palates

MOUTON ....in quarts and pints.
LAROSE ....in quarts and pints.
ST. ESTEPHE ......in quarts and pints.
MARGAUX-MEDOC in quarts and pints.

LIQUEUR.

Bénédictine from the Monastery.

C. P. & Co. are the Sole Consignors of this world wide known Liqueur.

For Prices apply to either of the above Firms marked * [2179

INSURANCES.

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 17th August, 1887. [15

GENERAL LIFE AND FIRE ASSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [685

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [12

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S 5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to

GIBB, LIVINGSTON & Co., Acting Agents.

Hongkong, 13th January, 1887. [61

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [16

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [13

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [968

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co., Agents.

Hongkong, 18th January, 1884. [177

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE,—Hongkong.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL .... $ 400,000
TOTAL ASSETS 1,286,000
CLAIMS PAID EXCEED 530,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 1st September, 1887. [721

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West,

Hongkong, 14th March, 1881. [1782

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [14

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong 16th July, 1887. [60

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 17th October, 1887.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00	8.30	7.30	8.00
8.50	9.00	9.00	10.15
9.40	*10.15	10.30	10.45
*10.30	12.30 P.M.	11.00	12.00 NOON.
12.45 P.M.	1.00	12.30 P.M.	1.00 P.M.
1.30	2.00	1.30	2.00
2.20	3.00	2.30	3.00
3.30	4.00	3.30	4.00
4.15	4.30	4.15	4.30
4.50	5.10	4.50	5.10
5.25	5.40	5.25	5.40
6.00	6.15	6.00	6.15
6.30	6.45	5.30	6.45
7.00		7.00	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages [33

TIMBER.

THE Undersigned, Agents for Messrs. E. E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON & Co., Agents.

Hongkong 2nd November, 1886. [40

A SHING, PHOTOGRAPHER, No. 8, QUEEN'S ROAD, Opposite the TELEGRAPH OFFICE, HONGKONG.

Hongkong, 2nd July, 1887. [1275

NOTICES TO CONSIGNEES.

CANADIAN PACIFIC STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

S. S. "PARTHIA," FROM VANCOUVER, YOKOHAMA, AND KOBE.

THE above steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.

Hongkong, 12th December, 1887. [852

STEAMSHIP "DJEMNAH."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London Ex S. S. "MANCHE," and "NIEMEN," and Havre, Ex S. S. "NIEMEN" in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-MORROW (SUNDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 17th inst., at NOON, will be subject to rent and landing charges at One Cent per package per diem.

All Claims must be sent in to me on or before the 19th Dec., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th December, 1887. [2

FOR SALE.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.

$22 .... per case of 1 dozen quarts.
$23 .... per case of 2 dozen pints.

PAUL DUBOIS & Co's CLARET, GRAND VIN LEOVILLE.

$25 .... per case of 1 dozen quarts.

CLARET, CHATEAU LAROSE.

$13 .... per case of 1 dozen quarts.
$14 .... per case of 2 dozen pints.

PONTET CANET.

$9.50 .... per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.

LORMONT.

$5 .... per case of 1 dozen quarts.

JOHN WALKER & SONS' OLD HIGHLAND WHISKEY.

$8 .... per case of 1 dozen bottles.

ALSO, CUTLER PALMER & Co's WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [19

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUNBOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 600 tons, or would be very suitable for driving stationary engines. 6 CORNISH BOILERS 16 ft. long by 6 ft. in diameter, double-rivetted, with 4 Galway's Patent TUBES in each. 1 Large STEAM LAUNCH ENGINE and BOILER. 2 Vertical BOILERS. 1 STEAM FIRE ENGINE BOILER. 16 H.P. ENGINE. 2 Steam PUMPS. 2 Horizontal and 2 Diagonal Steam WINCHES. 1 Large PLANING MACHINE. 1 DRILLING MACHINE. 2 EMERY TOOL GRINDERS. 1 Patent FAN BLOWER. 5 Boxes TAPS and DIES. 2 Weston's PATENT BLOCKS, 4 and 8 tons. 2 double acting HAND PUMPS. 1 5,000 gal. WATER TANK. 1 Bradford's Patent STEAM LAUNDRY, capable of washing about 1,500 pieces per day, with Boiler and Engine. 7 new Hand-Power Patent STEEL FLOUR MILLS, by Purchouse of Wolverhampton. 1 New Patent Hand-Power RICE SHELLING MACHINE, by Nicholson, of Newcastle-on-Tyne.

All the above Machinery are new or as good as new.

For further Particulars, apply to J. M. ARMSTRONG, Auctioneer, Queen's Road.

Hongkong, 24th June, 1887. [1226

FOR SALE.

A Collection of about 100 UNPOLISHED GEMS. Can be seen on application at the Office of this Paper.

Hongkong, 26th February, 1887. [483

FOR SALE.

BRITISH BARQUE "NARDOO,"

379 Tons Register, with SAILS and INVENTORY complete.

For Particulars apply to the CAPTAIN on Board, or to

WIELER & Co., Agents.

Hongkong, 6th December, 1887. [2300

FOR SALE.

CHAMPAGNE "MONOPOLE," —HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co., Sole Agents for HEIDSIECK & Co., REIMS, For Hongkong, China, and Japan.

Hongkong, 1st July, 1885. [1263

泰 HIM TAI 號

COAL MERCHANT, has always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL

FOR SALE AT A MODERATE PRICE, No. 85, PRAYA CENTRAL.

WING TAI & Co.

SHIP'S COMPRADORES, STEVEDORES, AND COAL MERCHANTS.

FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE, No. 25, PRAYA CENTRAL.

客舖泰榮公司 [482

FOR SALE.

AT WHOLESALE PRICES.

SACCONE'S SHERRY, PORT, CLARETS, CHAMPAGNE, HOCKS, BURGUNDY, BRANDY, WHISKIES, ALE, STOUT, MACHINERY, PIANOS, COOKING STOVES, and TRICYCLES. SCALES, BICYCLES. PAINTS, OILS, VARNISH. PIANOS. "SINGER" SEWING MACHINES.

Apply to W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 1st January, 1886. 33

SQUARE BOTTLE WHISKY

NAPIER JOHNSTONE'S BLEND, Superb Quality, CUTLER, PALMER & Co.'S SELECTION.

Apply to LANE, CRAWFORD & Co., Hongkong.

1884]

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YEE SUNG & Co., COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SUNG & Co., No. 68 PRAYA. [65

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